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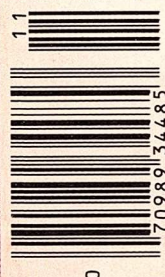
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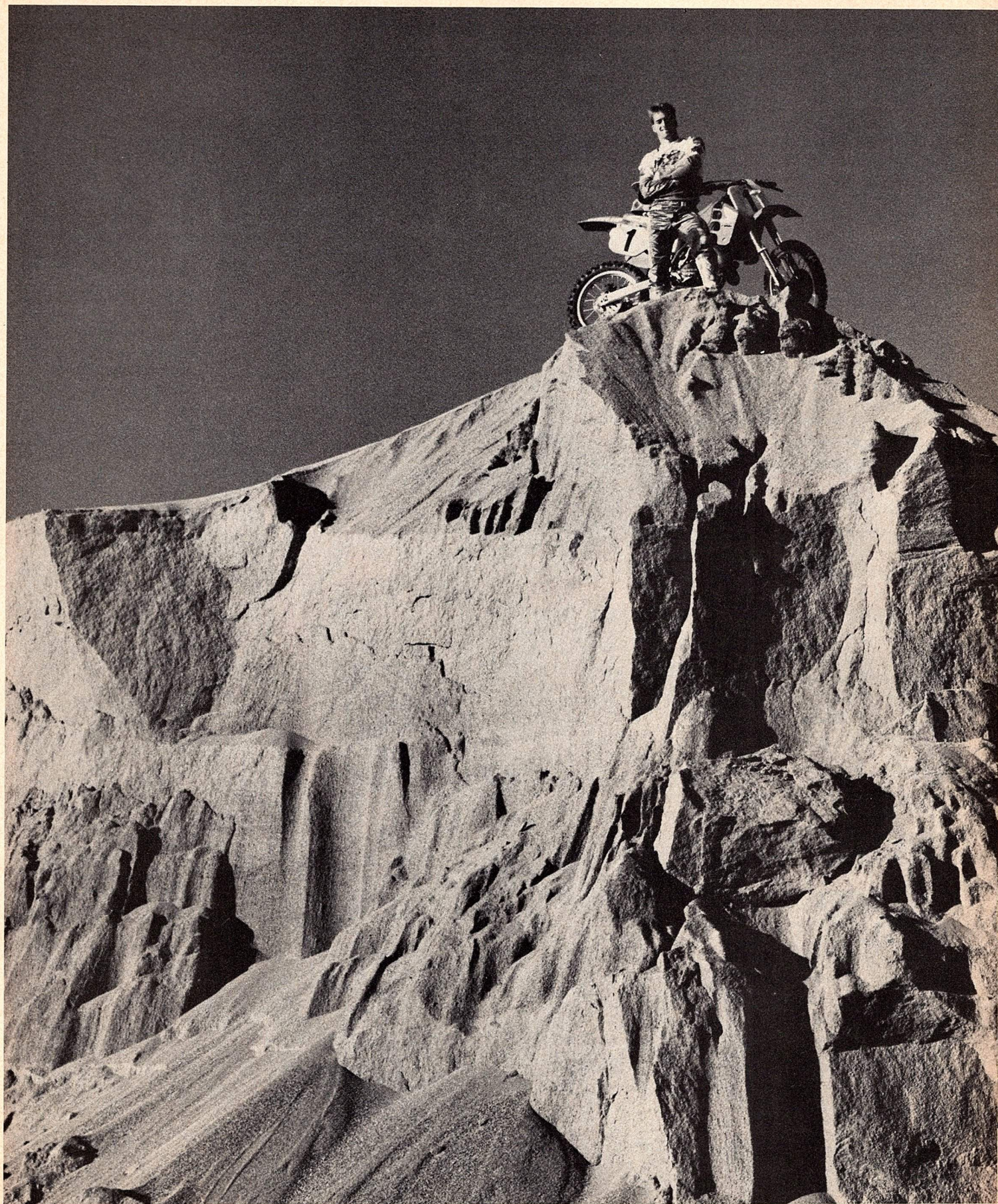
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ON THE COVER:—MXA's ace photog across the pond, Luc Verbeke, captured Eric Geboers "road racing" past the beer-drinking cafe crowd at Namur, Belgium. Luc is also responsible for the shot of new 500 World Champion David Thorpe on this page. As always, cover design by the ever-artistic DeWest, and separations by the ever-colorful Valley Film.



WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

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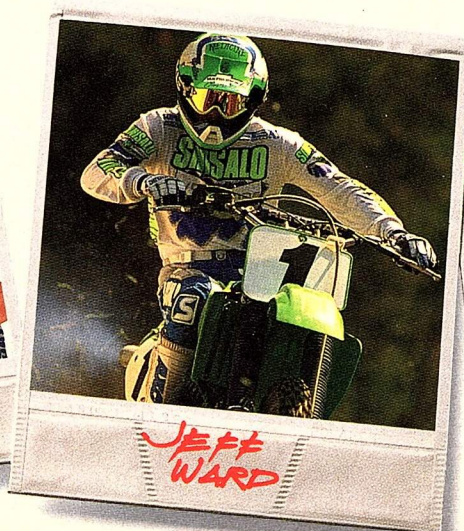
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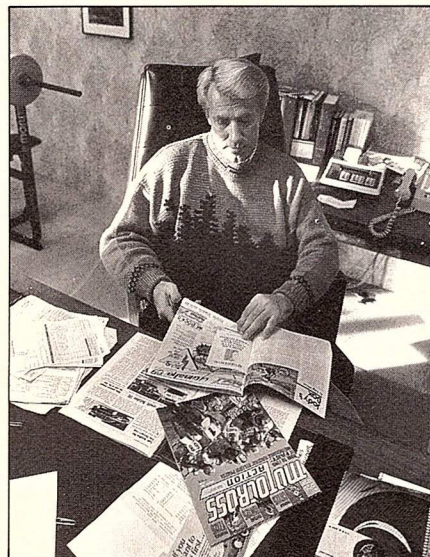
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On The Mainjet



By Roland Hinz

□ Motorcyclists are an independent, hard-working and energetic group of people. They have chosen to go out and live life to its fullest. They are not, by nature, followers or joiners. This is one of their strong points as individualists, adventurers and successful people, but it is a weak point when, as a group, they face an opponent who is organized, dogmatic and ruthless. Images that are brought to mind in the battle of the common man against bureaucracy are of the Indians versus the cavalry, John Henry and the nail-driving machine, the family farmer against the food corporation—or the off-road motorcyclist against the environmental coalition!

There is something inherent in off-road riders that keeps them from joining forces to protect what is theirs. So instead of the millions of off-road recreationalists demanding more recreational usage, our riding areas are constantly being whittled down by opponents who are better organized and more determined. Don't be confused into believing that the organization, determination or even the causes of the Sierra Club, Senator Alan Cranston (D-CA) or Earth First make them right and us wrong. Motorcyclists have every right in the world to ride on public lands. True, no one has the right to thoughtlessly destroy the environment, but in a world that is rife with strip mining, bombing ranges, uncontrolled development, cracker-box housing projects and industrial eyesores, public riding lands (which have been used for over 40 years) are hardly an issue.

What makes off-road riding on public land "an issue" is the biggest land grab

since the Oklahoma Land Rush. Last year Senator Cranston introduced a Sierra Club-written bill into Congress that would have taken 17 million acres of public land and placed them off-limits to virtually everyone. The lofty goal was to "preserve nature," but in reality Congressional Bill S.7 literally locked all recreational users out of the desert area that they had been using for decades. S.7 was so one-sided that even the Sierra Club and Senator Cranston couldn't get enough support to pass it. *Motocross Action* and *Dirt Bike* magazines printed six million postcards in opposition to S.7 for our readers to fill in and mail to their legislators. The flood of cards was so great that S.7 was benched without being voted on. We all congratulated ourselves, slapped ourselves on our collective backs and went back to our own individual, independent and fun-loving lives. Unfortunately, the Sierra Club didn't give up.

Having been beaten by recreational users on their S.7 ploy (which they haven't totally given up on), environmentalists are now trying to get the same recreational areas closed down by having the desert tortoise declared an endangered species. All motorcyclists who have seen *On Any Sunday* remember the famous scene with the desert tortoise, and know that this slow-moving desert species is as much a part of off-road lore as CZ and Bultaco. We certainly want the desert tortoise to survive and prosper, but only a fool would believe that the vast majority of the western desert has to be shut down to protect it—this is exactly what the environmentalists propose. Motorcyclists have to wake up and realize that these people want off-road vehicles banned, and they are willing to go to whatever lengths it takes to achieve that task. When Congress wouldn't rubber-stamp the S.7 land grab, they regrouped and came back with the Endangered Species ploy. They are relentless in trying to lock us out.

We must be relentless in defending our rights, and we definitely have rights. Where we have been wrong all these years is in defending ourselves only against attacks; yet each time we are attacked we lose more and more access to public land. Our approach to equal rights to public lands obviously has not been working, and the minor victory we had over S.7 last year only proves the point. While we were celebrating our victory, our opponents were planning the next attack.

Motorcyclists must go on the attack. Instead of defending our rights to the land we currently have access to, we should be demanding more land. We must keep our guard up all the time, but occasionally we have to lead with a punch of our own. □

Jody's Box

By
Jody
Weisel



□ "Jody, I'm not going to the races with you tomorrow," said my girlfriend Lovely Louella the other day. It was a surprising thing for her to say because Luscious Lou never missed a race. She had faithfully accompanied me to over 80 races last season. The girlfriends of other racers considered her to be the epitome of a racer's partner. They came over to ask her for advice on how to make life at the races bearable. Don't get me wrong, Louella didn't tell them how to clean helmets, prepare tear-offs for goggles or what to write on pit boards; just the opposite. Louella was not a helpless pit tootsie at the races, she was her own person. She knew how to make a day at the races feel just like a day at the beach (without the water), and for that she was the idol of all the other girlfriends. It was not like her to refuse to go.

"Why not?" I asked, but before she could answer I chimed in with the fact that her new copy of *National Geographic* had just arrived, that her nails could use a little work and that the weatherman predicted perfect tanning conditions. These were her three favorite things about the races.

"I'm never going to a race with you again," she blurted out.

"How come?" I asked while holding her favorite magazine open to a story on aboriginal rites of passage.

"Because last week I saw you for what you really are. You are a liar! I can abide most of your flaws, but I detest people who are compulsive liars."

"I've never lied," I lied.

"Last Sunday you lied, cheated and misled every person you talked to," she said with an accusing look on her face, "and I'm not going to sit there and listen anymore."

I was shocked. Having prided myself on my honesty and forthright nature it seemed inconceivable that anyone, let alone Lovely

Louella, would ever accuse me of prevarication. I couldn't let her get away with this insult. I came back with my best defense.

"Oh yeah," I said. "Name one lie that I told!"

"At sign-up you told the girl accepting entry blanks that you had forgotten your license. I know that you forgot to renew your license."

"Everybody does that," I said in my defense. "That is such a minor thing. Anyway, I mailed off for my license the next day. Name a real lie!"

"When that bodybuilder guy in the Vet class asked if you had been training you told him that work was keeping you too busy to train. I know that you rode 150 miles on your mountain bike last week!" she said.

"That's not lying," I replied. "I just felt that he wouldn't find my little efforts to be significant."

"Right! Then how come when Jimmy Mac asked you the same question you told him that you had ridden 250 miles on your bike," she said with a snarl.

"I was just trying to inspire him!" I answered. "See, those aren't lies. I'm just looking out for the best interest of my friends. It would be wrong for me to make them feel bad."

"Then how come you told Jimmy Mac that you jumped the big double jump? I watched you for every lap and you never got air off of either jump."

"I didn't want him to live in fear of the double," I said. "I thought that if he thought that I jumped it, he'd feel that it was possible to clear. It was good for his self-image."

"But he went out in the next moto and crashed his brains out when he came up short," she said sarcastically.

"He learned a lot from the experience. You are mistaking my concern for my bud-

dies as attempting to mislead them. I'm pretty sure that even Judge Wapner would see that I have been totally honest in my dealings at the track. You haven't named a real lie yet."

"Okay," she said. "Didn't you tell Crazy Dave that you got the holeshot? We both know that you were third to the first turn."

"Yeah, but I had the holeshot for the first four feet out of the gate."

"You lied when you told Stumpy Phalange that you finished sixth. You were actually 17th," she retorted.

"I said that I finished sick. It's not my fault that he misunderstood what I said." I was beginning to doubt that lovely Louella really knew very much about the sport of motocross.

"On the phone last night you told the Floyd brothers that you were going to race at Carlsbad Raceway this weekend, but you told me that we were going to Perris Raceway. Get out of this one!" she stated.

"Okay, you got me. I did send the Floyd boys off to Carlsbad, but only because I think that they need more practice on hard-pack terrain. They are pretty good in the sand and they would become better all-around riders if they spent more time on hard dirt."

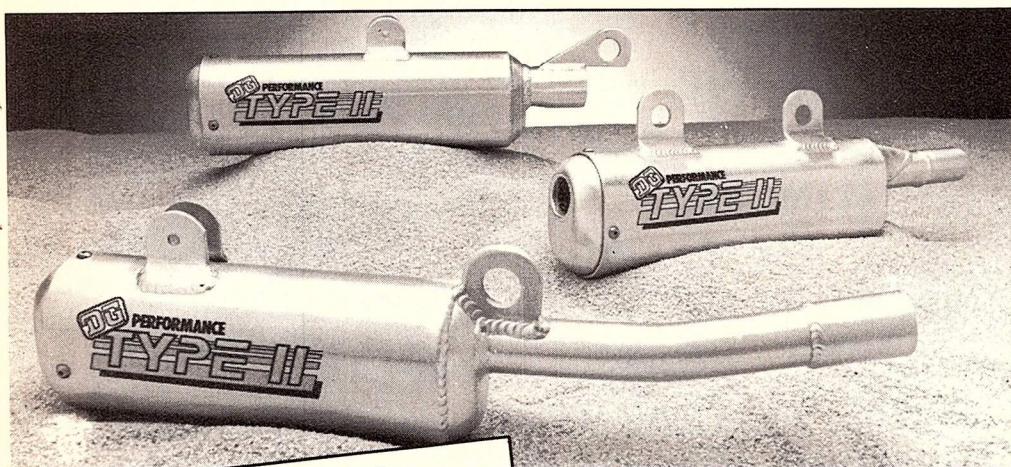
"Are you telling me that the fact they have beaten you the last five weeks had nothing to do with it?" she asked.

"Absolutely nothing!" I insisted. I could see that Louella was weakening. I knew she would go to the races with me if I just gave a little ground, showed a little remorse and promised to clean up my act. It was worth a shot. "Louella, I promise to never lie again if you go to the races tomorrow."

"Do you mean it?" she said with a glint of forgiveness in her eyes.

"I vow on Roger DeCoster's seven world championships to never lie again," I said. □

LIGHTNING FAST



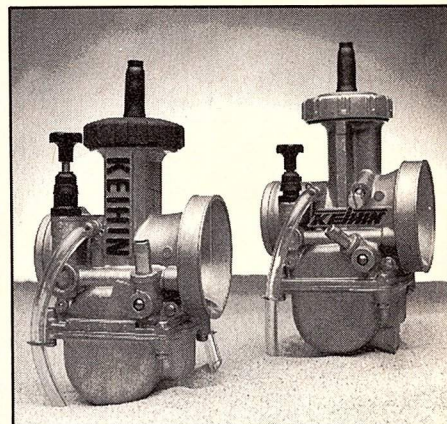
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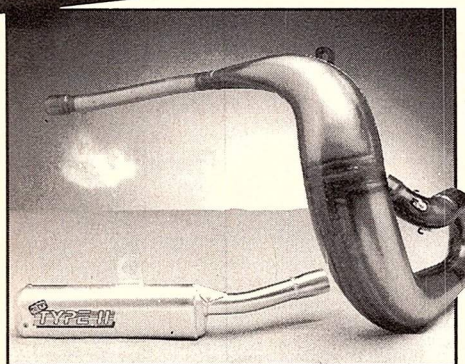
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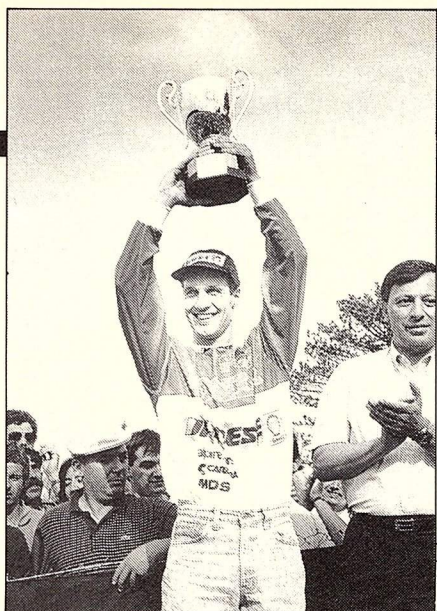
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Dirt



Patrick Ekman

Another American: Jean-Michel Bayle clinched the 250 World Championship with two rounds to go. Bayle, a Frenchman riding under an American license, plans to return to the States to race the last five 500 Nationals. He is expected to race full-time in America in 1990.



Luc Verbeke

Not an American: Dave Thorpe became the only rider without ties to the United States to win a World Championship in 1989. Thorpe, a former two-time 500 champ, switched to a steeper frame on his works Honda right after the USGP and was virtually unbeatable for the rest of the season.



Luc Verbeke

Rawhide: Trampas Parker became the third American in motocross history to win a World Championship when he clinched the 125 title at the final GP of the year. Parker, from Louisiana, joins Brad Lackey and Danny LaPorte as holders of the FIM plaques.

WHO'S DOING ALL THE WINNING?

MOTOCROSS ACTION RACE UPDATE

250 SUPERCROSS

Anaheim Rick Johnson (Hon)
Seattle Rick Johnson (Hon)
Seattle Rick Johnson (Hon)
San Diego Rick Johnson (Hon)
Miami Rick Johnson (Hon)
Atlanta Jeff Stanton (Hon)
Daytona Jeff Stanton (Hon)
Houston Jeff Stanton (Hon)
Tampa Jeff Ward (Kaw)
Dallas Jeff Ward (Kaw)
Pontiac Ron Lechien (Kaw)
Pontiac Jeff Ward (Kaw)
New York Jeff Stanton (Hon)
Oklahoma Jeff Ward (Kaw)
Los Angeles Jeff Stanton (Hon)
Supercross Champion Jeff Stanton

125 SUPERCROSS

Anaheim Jeff Matiasovich (Kaw)
Seattle Jeff Matiasovich (Kaw)
Seattle Jeff Matiasovich (Kaw)
San Diego Jeff Matiasovich (Kaw)
Miami Damon Bradshaw (Yam)
Atlanta Damon Bradshaw (Yam)
Daytona Damon Bradshaw (Yam)
Houston Mike LaRocco (Yam)
Tampa Mike Kiedrowski (Hon)
Dallas Jeff Matiasovich (Kaw)
Pontiac Damon Bradshaw (Yam)
Pontiac Damon Bradshaw (Yam)
New York Damon Bradshaw (Yam)
Oklahoma Mike Kiedrowski (Hon)
Los Angeles Jeff Matiasovich (Kaw)
125 Champion (West) Jeff Matiasovich
125 Champion (East) D. Bradshaw
125 Champion (E/W) Mike Kiedrowski

AMA 250 NATIONAL CHAMPIONSHIP

Gainesville... Jean-Michel Bayle (Hon)
Hangtown Jeff Stanton (Hon)
Axton Jeff Stanton (Hon)
Southwick Jeff Stanton (Hon)
Mt. Morris Jeff Stanton (Hon)
Red Bud Jeff Stanton (Hon)
Troy Ron Lechien (Kaw)
250 National Champion Jeff Stanton

AMA 125 NATIONAL CHAMPIONSHIP

Gainesville Mike Kiedrowski (Hon)
Hangtown George Holland (Hon)
Axton Damon Bradshaw (Yam)
Southwick Larry Ward (Hon)
Mt. Morris George Holland (Hon)
Red Bud George Holland (Hon)
Troy Guy Cooper (Hon)
Millville Damon Bradshaw (Yam)

Washougal
Binghamton
Steel City
Budds Creek
Unadilla
125 National Champion

AMA 500 NATIONAL CHAMPIONSHIP

Millville Jeff Ward (Kaw)
Washougal
Binghamton
Steel City
Budd's Creek
Unadilla
500 National Champion

500 WORLD CHAMPIONSHIP

Holland Dirk Geukens (Hon)
France Dave Thorpe (Hon)
Austria Dave Thorpe (Hon)
Italy Eric Geboers (Hon)
Finland Jeff Leisk (Hon)
Sweden Kees Van der Ven (KTM)
USA Ron Lechien (Kaw)
San Marino Jeff Leisk (Hon)
England Dave Thorpe (Hon)
Belgium Dave Thorpe (Hon)
Luxembourg Dave Thorpe (Hon)
Switzerland
500 World Champion Dave Thorpe

125 WORLD CHAMPIONSHIP

Italy Trampas Parker (KTM)
Spain Dave Strijbos (Suz)
Portugal Alex Puzar (Suz)
Holland Mike Healey (KTM)
Belgium Trampas Parker (KTM)
Germany Trampas Parker (KTM)
Czechoslovakia T. Parker (KTM)
England Trampas Parker (KTM)
Ireland Alex Puzar (Suz)
Brazil Alex Puzar (Suz)
Argentina Trampas Parker (KTM)
France
125 World Champion T. Parker

250 WORLD CHAMPIONSHIP

Switzerland Jem Whately (Suz)
Austria Michelle Fanton (Suz)
Czechoslovakia J.-M. Bayle (Hon)
Netherlands J.-M. Bayle (Hon)
France Roland Diepold (Kaw)
Venezuela Jean-Michel Bayle (Hon)
United States Rick Johnson (Hon)
Germany Jean-Michel Bayle (Hon)
Sweden Jean-Michel Bayle (Hon)
Finland Pekka Vehkonen (Yam)
Belgium
250 World Champion J.-M. Bayle

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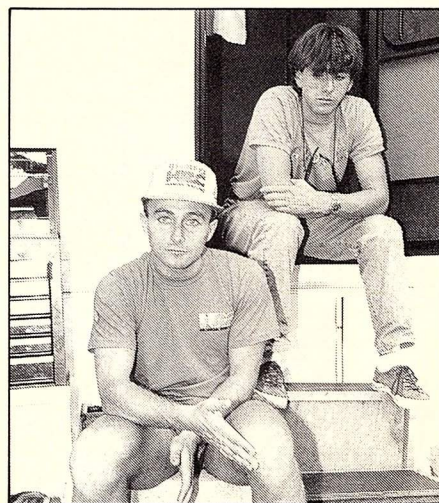
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Moving again: Eric Geboers (front) will be moving back to the 250 class in 1990. The former 125, 250 and 500 World Champion will be handing his 500 ride over to Australian Jeff Leisk (behind). Geboers' move to the 250 class is voluntary.

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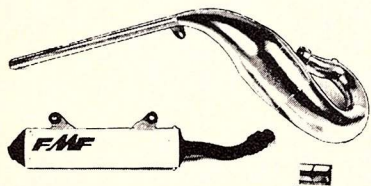
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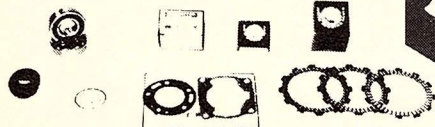


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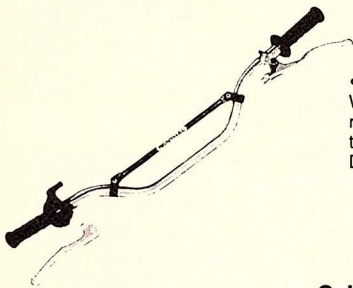
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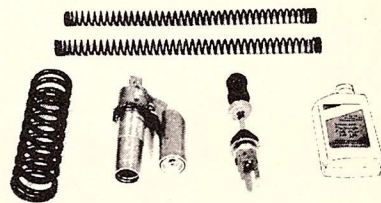
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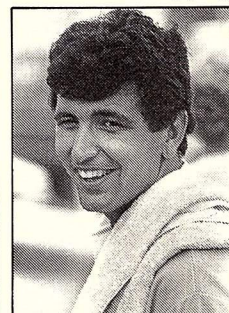


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◀ **Men at work:** Three-time 250 National Champion Tony DiStefano has revved up his motocross schools for a full schedule this fall and winter. Tony's traveling school might be coming to a track near you. For more info call (717) 454-1973. □

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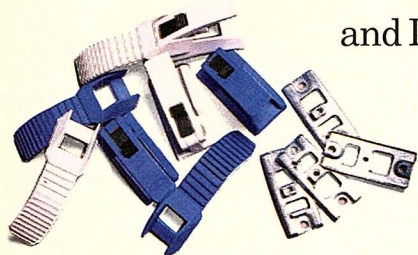
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Mail Entries

UP-AND-COMING

Dear *MXA*,

I am 14 years old and would like to start racing dirt bikes. I would really be thankful if you would give me some information on how to get a sponsor and the different kinds of dirt bike racing.

Ron Horwath
Hilton, NY

We asked everybody in the office if they knew of any other kind of dirt bike racing other than motocross, and nobody could think of any. If you want to take up motocross you are reading the right magazine. Keep reading. Sponsors support good racers.

GREASE MONKEY DREAMS

Dear *MXA*,

I was wondering how one becomes a factory mechanic. Is there a school you can attend or a seminar? If there is will you please send me information on it?

Robert Flannagan
Oklahoma City, OK

There are several schools across the country, with the best known being American Motorcycle Institute (AMI). You can contact them by calling (602) 869-9644.

PROOFER FOUND

Dear *MXA*,

Just to set the records straight, here are some misprints I found. Ricky Johnson was not the 1988 250 National Champion (June '89, pg. 116). He was the 1988 Supercross Champion, and quite probably would have swept the '88 season with all three championships had he not had mechanical trouble in Axton during the 250 National. Isn't Dennis Hawthorne a support rider for Team Green instead of being an actual privateer? (August '89, pg. 115). I mean, well, I am from Hawthorne country! Also, Jeff Stanton's mechanic is Danny Betley, not Denny, and yes, they are a dynamic duo (August '89, pg. 79). Danny is a darling from Ohio who's intelligent and has a great personality! It would be super for y'all to get his name correct.

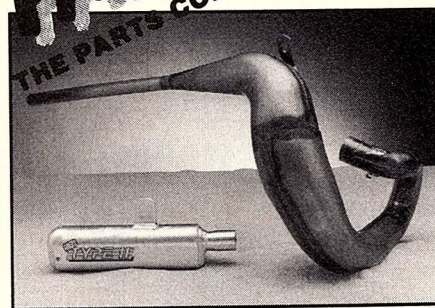
Julie "MX" Sharp
Arlington, TX

THANK YOU

Dear *MXA*,

First of all, I would like to commend you on your magazine. I have been an avid reader for nine years and this is the first time that I have felt compelled to write to you. Something really good came out of a situation that looked grim. Last weekend I mashed my pipe on my CR and ordered a new Pro Circuit pipe from Torque Center. On Thursday afternoon, I prepared the bike for installation. Just as I was about to put the new pipe on, I noticed daylight

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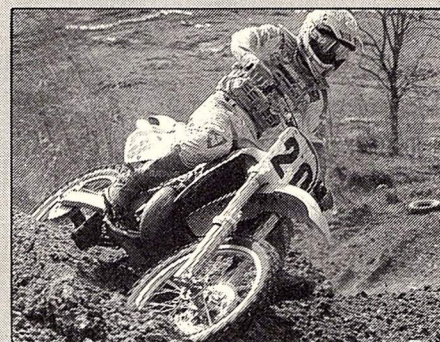
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Mail Entries

through a spot-welded hole (that wasn't supposed to be there). It appeared that Sunday's race at Millville was to be canceled for me. I called Torque Center at 5:00 p.m. Thursday and told them about my problem. I received another new Pro Circuit pipe Friday morning at 9:30 a.m. Not only was the race still on for Sunday, but I was able to practice Friday. I would just like to thank Mike, Gayle, Joe and all the guys at Torque Center for the excellent service and my saved raceday. It appears that there are people who still care about racers getting to the races. Keep up the good work.

Flyin' Brian Isakson
La Crosse, WI



JOHNNY FAN

Dear *MXA*,

Contrary to what you said in the July issue of *MXA*, I think that Johnny O'Mara should be allowed to race the second half of the AMA 125 Nationals. First, there's no way he can win the Championship, so he won't mess up the final standings. Second, the fans will get to see an exciting rider like O'Mara race. Finally, fast guys like Dymond, Lechien and O'Mara would like to race the 125 class next year, but because of the rules some Casper Milquetoast from Hayseed, Nebraska, will get to ride instead. It's not fair that fast riders who can't crack the Ward/Johnson stranglehold should get dumped just so some squid they could easily beat gets their ride. If O'Mara, Lechien and Dymond are down at the unemployment office next year, it's because of stupid rules like this (and I thought the FIM had the market on dumb rules).

Eddy Henczel
Vernon, BC, Canada

THORPE FAN

Dear *MXA*,

How could you say all those bad things about Dave Thorpe? He's going to be 500 World Champion for the third time. If the guy rides like a Novice how come he keeps winning the World Championship?

Justin Brooke
London, England

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He ain't heavy . . .

□ "Hey, Jimmy Mac, how come you keep stalling that bike in the corners?" yelled a heckler as Jimmy lifted his bike up onto a stand.

"Lack of inertia caused by too light a flywheel," responded Jimmy as he took off his helmet and sat down in disgust.

"What are you talking about? You were riding a 125, not a 500! Are you sure you were pulling in the clutch?" continued the heckler.

For the next several minutes a discussion, or should we say an argument, raged as to whether it was the lack of flywheel weight or Jimmy's snoozing clutch hand that was causing his problems. The MXA wrecking crew kept a safe distance away, but soon we were embroiled in our own discussion concerning the merits of weighting a flywheel. Eventually we tired of flywheel talk and moved on to other subjects. The next day the argument was put to rest with a phone call on the MXA hotline to Pete Dennison of Moose Racing, an expert in the field of flywheel weighting. We gave Pete the third degree so that we might share his wisdom.

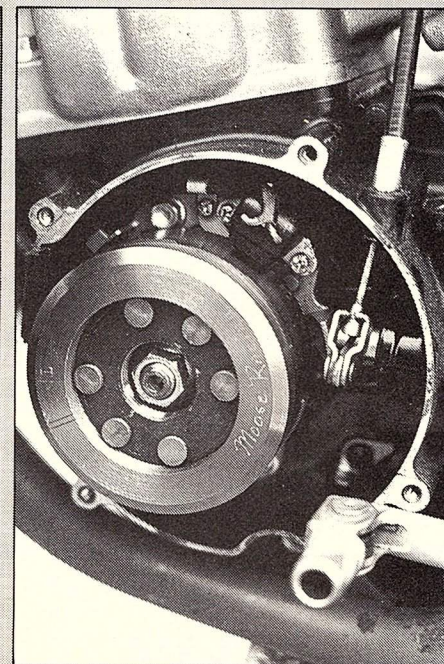
MXA: Just what does weighting a flywheel do?

Pete Dennison: First, I'll tell you what a flywheel does. We all know that a motor runs on the firing of the piston, which turns the crank, etc. Well, if there was zero crank weight, if there wasn't a flywheel, the piston would be unable to make a full revolution to come up and fire again. The flywheel is a reservoir for inertia, which keeps the crank moving, which keeps the piston moving through the full stroke.

The heavier the flywheel, the longer the inertia is stored before it is released. Four-strokes have a reputation for smooth, torquey powerbands because they have heavy flywheels to keep the piston moving, since they fire half as often as a two-stroke motor. The flywheel of an XR250 weighs over four times as much as the flywheel of a CR250.

MXA: So what, then, are the benefits of adding weight to the flywheel of a two-stroke?

Pete: Basically, easier to start and harder to stall. With a heavier flywheel you are able to run in a taller gear, kick on the throttle and not have the wheel spin. Heavier flywheels help control wheelspin, which is especially good on starts, and on tight, technical tracks where you are on and off the gas. On 125s heavier flywheels are also good at stopping the acceleration of the rear wheel when it is in the air over bumps. It eliminates the problems of breaking traction when the wheel touches back down.



The reservoir: Your bike's flywheel is a "reservoir" for inertia. Without a flywheel your engine would only turn one rpm because it wouldn't have the rotating mass to complete the cycle. Thus, dialing in the flywheel weight can change the powerband.

MXA: Many riders say weighting the flywheel slows down the motor. Is this true?

Pete: No. It is perceived that the motor is slower because it doesn't rev the way it did when it was stock when you blip the throttle. If you put the bike on an asphalt drag-strip with 100 percent traction and had a race it would be slower, but in the real world of motocross the weighted bike is faster because it hooks up sooner, with less spin coming out of corners than a stocker.

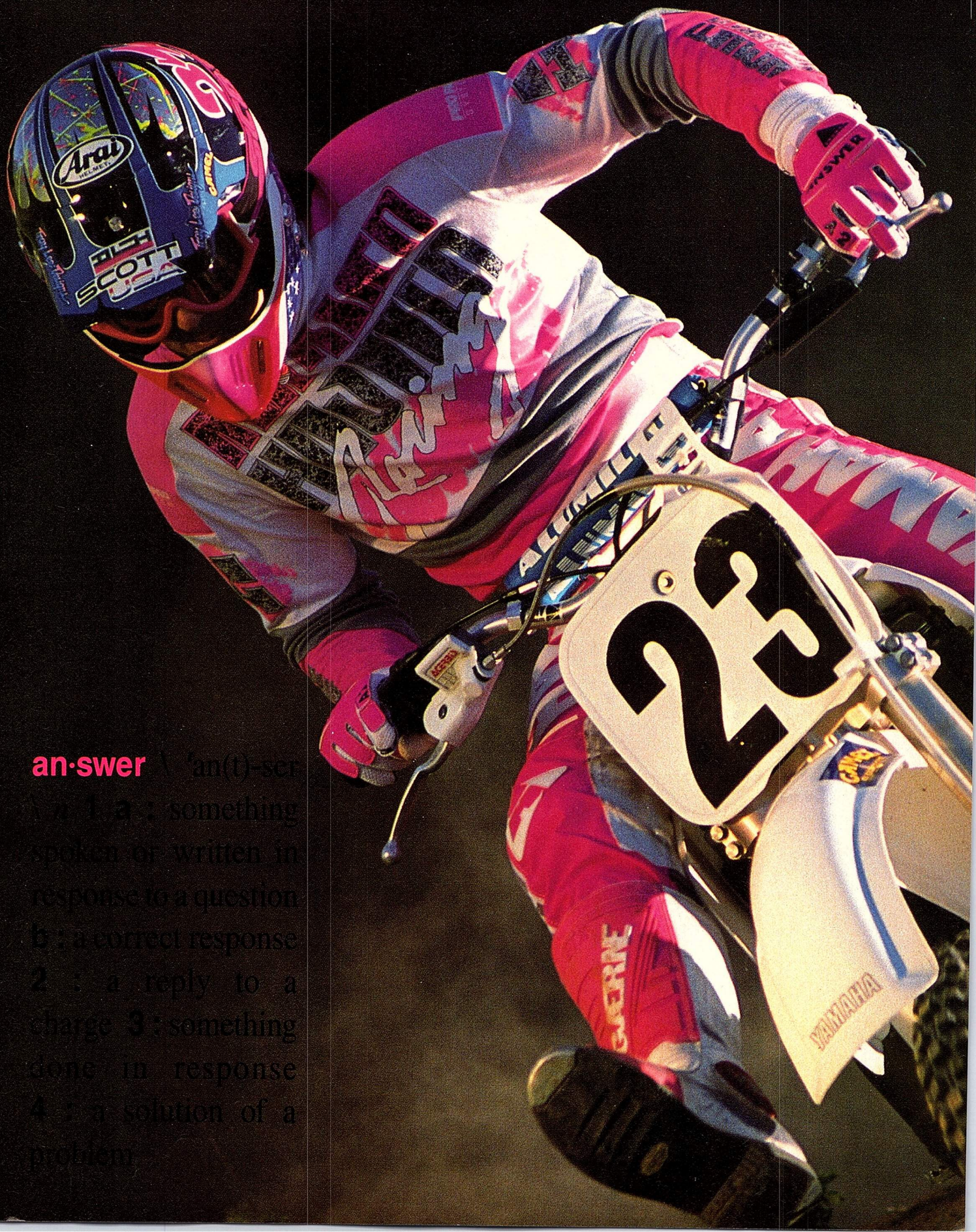
Also, it is easy to get more top-end out of a motor with porting and all, but you can't get bottom-end by filling in the ports. Adding weight to the flywheel is an easy, inexpensive way to boost the bottom and mid-range output of a motor.

MXA: Which bikes benefit most?

Pete: That's a tough question, but honestly, all bikes do, the bigger bikes especially since it helps make the abundance of power more manageable. It depends upon the situation and type of track you ride.

MXA: What is involved in adding weight to the flywheel?

Pete: We take the flywheel and weld on the weights. Then we spin the flywheel on a lathe and machine the weights down to balance everything perfectly. There are bolt-on weights available through some companies, but for long-term reliability it is better to weld the weights on. □



an·swer

\ 'an(t)-ser
n 1 a : something
spoken or written in
response to a question
b : a correct response
2 : a reply to a
charge 3 : something
done in response
4 : a solution of a
problem





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style *n* \ 'stī(e)\ 1: a mode of expressing **b**: a manner of expression characteristic of an individual, period, school, or nation **c**: manner or tone assumed 2: a manner or method of acting or performing esp. as sanctioned by some standard (2): a distinctive or characteristic manner **b**: a fashionable luxurious mode of life: overall excellence, skill or grace in performance, manner, or appearance.

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casu-al *adj* \ 'kazh-(e-)wel,
'kash-el \ 1 : subject to,
resulting from, or occurring
by chance 2 : a occurring
without regularity :
OCCASIONAL 3 : a feeling or
showing little concern :
NONCHALANT (1) : INFORMAL,
NATURAL (2) : designed for
informal use



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com·fort *n* \ 'kum(p)-fert \
1 : strengthening aid: **a** :
ASSISTANCE, SUPPORT **B** :
consolation in time of trouble
or worry : SOLACE **2 a** : a
feeling of relief or encourage-
ment **b** : contented well-
being **3** : a satisfying or
enjoyable experience **4** : one
that gives or brings comfort

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look *n* \ 'lūk \ **1 a**: the act of
looking **2 a**: the expression of
the countenance **b**: physical
appearance: attractive physical
appearance **c**: a combination
of design features giving a
unified appearance: fashions
3: the state or form in which
something appears



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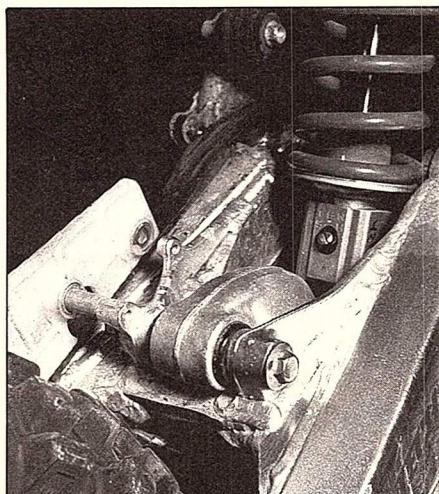
HOW TO GREASE YOUR SHOCK LINKAGE

Where is that squeaking coming from?

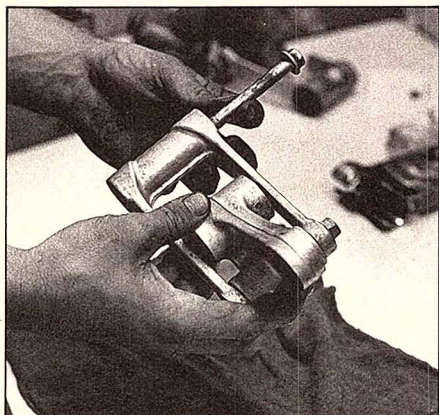
□ When you ride, is your bike making funny squeaking noises as if a mouse had been compressed in a vise? Is your suspension failing to provide that Cadillac smoothness that it previously had? If so, it might be time to grease up the old shock linkage.

Many a time a rider has let his linkage go too long without greasing it, resulting in cracked pins and lost races.

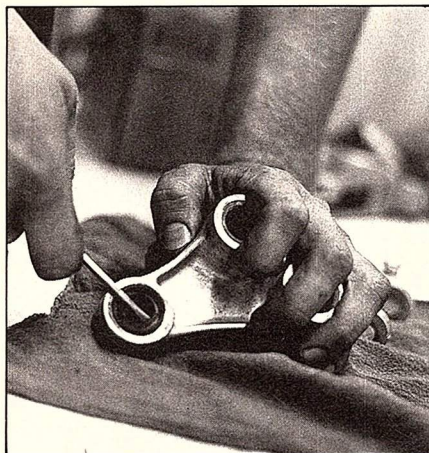
Here's your chance to become one of the few and one of the proud. For those who are not too mechanically inclined, or have not yet experienced this particular dilemma, we have gathered together step-by-step photos, along with precisely written instructions, to ensure your overall success.



The subject: This is what the linkage looks like before it has been removed from the bike. Check your bike's owner's manual to help you get the bike stripped down far enough to find the linkage. It's easy once you've done it—what isn't?



Where do I begin?: The first step, once you have removed the shock from the bike, is to pull out all the linkage bolts and check them for signs of cracking or bending. The slightest kink or binding could cause poor suspension performance. Owners of 1988 Hondas need to pay special attention to the bolts.



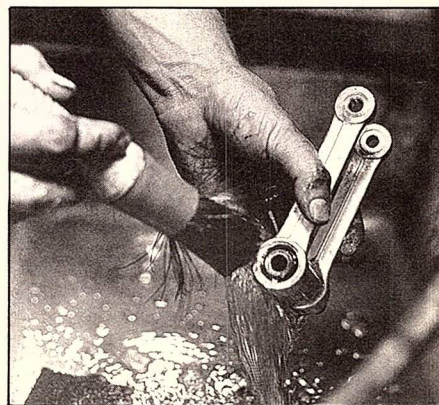
Splitting the eye: After removing all bolts, you need to take a screwdriver and remove the seals from the bearings. These seals can be reused if you are careful in removing them. Watch that you don't damage the needle bearings that are behind the seals.



Getting greasy: Once you have removed all seals, take some grease (we prefer a 50:50 mix of waterproof grease and anti-seize) and apply it to the inner bearing surface. Put a little on the seals, also. There are tools for aiding in the process, but your finger works just fine.

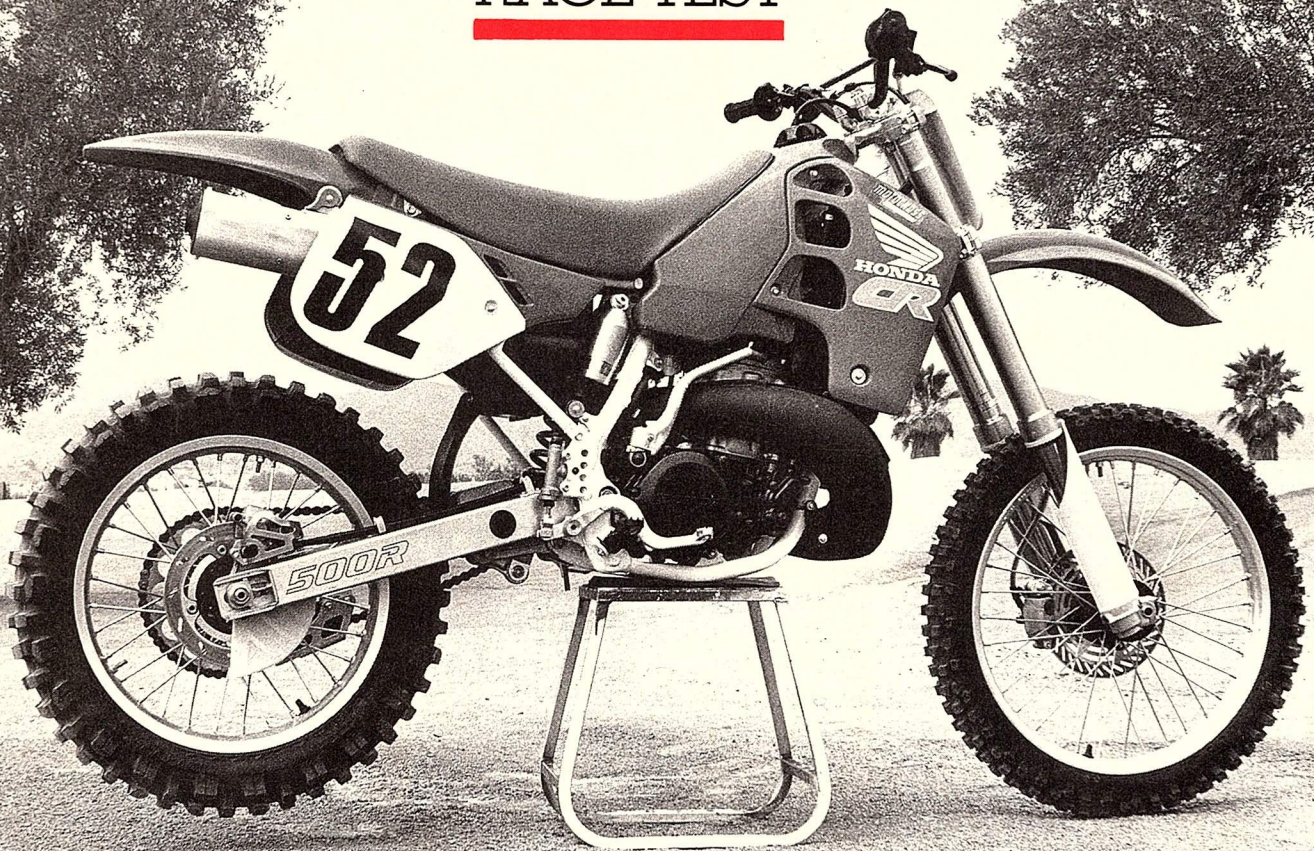


Finishing the puzzle: After thoroughly greasing all components in the linkage, begin reinserting the seals, washers and bolts until the complete system is one piece again. Be careful when putting the bolts and seals back in, as they can be damaged if forced into incorrect positions.



Finishing touch: If you were able to successfully take apart your linkage, grease it and put it back together correctly, you will have no problem with the penultimate step: cleaning it. Simply rinse the linkage with water, then spray it with solvent and finally rinse one last time to ensure that it's clean. The final step is to reassemble the bike. □

RACE TEST



1990 HONDA CR500

After nine years they finally did it

□ **The past:** To those of you new to the sport of motocross it is hard to believe that there was once a racing environment where the red team played no part. The first Honda two-stroke was unveiled in 1973 and it wasn't until 1981 that Honda deemed the 500 class important enough to build an Open-class production bike (CR450). In

the late '70s Honda's engineers bought up a host of German-built Maico Open bikes and set out to build a better machine. Maico had a broad, torquey, powerful and easy-to-ride powerband. It was the ultimate 500 engine. While Honda has never fully managed to duplicate Maico's performance parameters, they, at least, paid homage to

1990 Honda CR500: It really is a new bike. It just doesn't look like it. The white frame is making its debut along with a new eight-plate clutch, steeper geometry and evolutionary new torque motor.

the German marque by duplicating its red color scheme.

Honda's short nine-year history of in-



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volvement in production-line Open bikes has been, for the most part, blessed. The first CR450 was a nightmare bike with odd power, erratic suspension and unusable clutch, but it was rapidly replaced with the CR480, which gave way to the water-cooled CR500s, and the starting lines of Open-class races quickly became a sea of red.

The present: All good things must come to an end, and while Honda's Open-class bikes are nothing to sneer at, Kawasaki grabbed the premier production bike awards for the last two seasons running with the '88 and '89 KX500s. When a company builds a bad bike and loses consumer

shootouts it hurts, but when they build a good bike (like the 1989 CR500) and still lose, it is doubly aggravating. So, in a repeat of the scenario they went through with Maico in 1981, Honda took a close look at the acclaimed '89 Kawasaki KX500 and set out to beat it.

Honda wasn't interested in copying Kawasaki's plastic, handling or fit. They wanted the essence of Open-class racing, not the flash. Last season the KX500 lorded it over the CR500 with a terrifically manageable powerband. Honda had an arm-wrenching blast of power. Kawasaki had a controllable surge of energy.

Hand it to me: The faster the riders the better they liked the rear suspension and the more they complained about the forks, while slower testers liked the forks and felt the rear was stiff. All agreed that it was raceable right out of the crate.

The outcome: It may have taken them nine years, but Honda was finally able to begin to understand what Maico knew so many years ago: It isn't how fast an Open bike is, it's how fast the rider can go on it. By taking a close look at Kawasaki the Honda R&D department finally duplicated the powerband of the Maico. That's the best news that 500cc riders have heard in a long time.

CR500

RIDERS' ROUND TABLE

WHAT THE TEST RIDERS THINK

• *MXA* test crew riders aren't all that different from you. They spend every waking minute thinking about motocross, every weekend at a race and every night dreaming about the next day's riding. Here is what they had to say about the 1990 Honda CR500:

Larry Brooks: "The motor is just about perfect for the average rider. There are no bursts or explosions of horsepower, just a steady and constant delivery. It is fast but controllable. For Pro-level racers the lack of a hard hit might be a problem, but there are fewer than ten guys in the country who can use all the power a CR500 makes."

"The chassis is very quick, maybe too quick. It turns incredibly sharp for a 500. The best thing about the CR500 was that the whole bike seemed to work. The suspension didn't scare me. I wasn't afraid to make front-wheel landings or wheelie through the whoops. The rear shock felt very good. Overall, I'd have to say that it's the most rideable 500 bike ever."

Willy Musgrave: "The thing is like a tractor. It has good bottom and a strong midrange. It does rev some, but with the kind of powerband it has, you don't really need a lot of rev. Compared to last year's CR500 this motor is much better. Last year's motor was just too fast for the suspension. You can easily turn faster laps on the '90 than on the '89. It's so much easier to ride. It doesn't really hit anywhere in the powerband—it just pulls. On the plus side it starts easier thanks to the new kickstarter shape."

The suspension is dialed in very well for pro riders. Fast riders are going to want more consistent action out of the forks. They feel too soft initially, then they get harsh, but the forks will still bottom. I'd opt for stiffer fork springs and a tad more high-speed compression. Since Honda didn't change the rear shock linkage it was easy for them to get the rear suspension set up correctly. On the whole, this is a bike you can race right out of the box, without any major complaints."

Jody Weisel: "The best Open-class engine ever made was the 1981 Maico 490 motor. What made it so good wasn't how much power it produced, but how it produced it. It took the Japanese nine years to build a Maico motor, but they finally did it. The powerband is steady, torquey, tractable and easy to use. It is the first CR500 that you can actually turn wide open without fear of being romped on. This is the way Open bike motors should be—fast and mellow. A tough combination to achieve, but awesome to race."

Glitches and fixes: *We noticed two new handling traits that could be considered attributes on some tracks and detriments on others. The new chassis turned sharper than ever, often too quickly. There was some headshake at speed, but most test-ers accepted it as a trade-off for the bike's cornering ability.*

"This is the quickest-handling Open bike made. It wants to corner like a 125. The steeper rake and increased weight on the front wheel make it snap around tight turns like a 125. There is some twitchiness under drive, but it's worth it to get that go-anywhere steering. I liked the forks better than last year's, but they are still weird in the midstroke. The shock was harsh, but backing the compression clicker off and running the preload at 100mm make it livable."

Gary Jones: "The motor was extremely smooth. I could do third-gear starts and just rocket into the first turn. The powerband is much better than last year's. It has great power. The best thing about this year's motor was that you could put it in one gear and stay there. Third was torquey enough to pull out of even the slowest corners, but strong enough to still get you down some straights. It still has to be respected, but it doesn't have to be feared."

"The suspension is a little harsh, but I think that for most Pro-level riders it will be fairly close. Slower riders will be forced to lighten up the compression damping and back the spring off a little. The faster you went the better it worked. There was some headshake in the corners, but dialing in the suspension should lessen that. I'd have to say that it is essentially the same bike as last year with a better motor."

Alan Olson: "The power is like an electric motor. Honda has really smoothed it out. There isn't a hit in the powerband that causes any concern. The smooth delivery lets you run a really tall gear in the turns, but does require more clutch work than you'd expect out of a 500. It doesn't feel as fast as a KX500, but it's such a deceiving type of power that it doesn't really have to be faster than the other bikes to beat them. It allows you to concentrate on your riding instead of just hanging on."

"I thought the suspension was very stiff in the rear, while the forks tended to ride on a harsh spot in the midstroke. For my style I'd prefer forks that rode a little higher and a much softer shock action. Except for the motor the 1990 CR500 is very similar to last year's bike. I think the forks are better than last year's; the turning is definitely quicker and the motor is smoother." •



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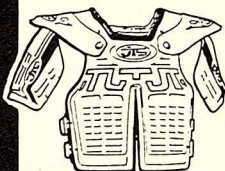
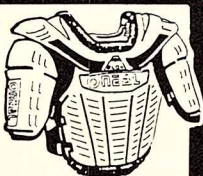


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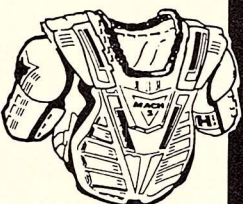
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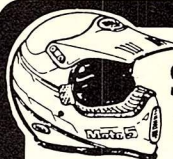
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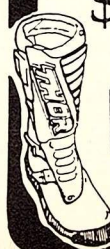
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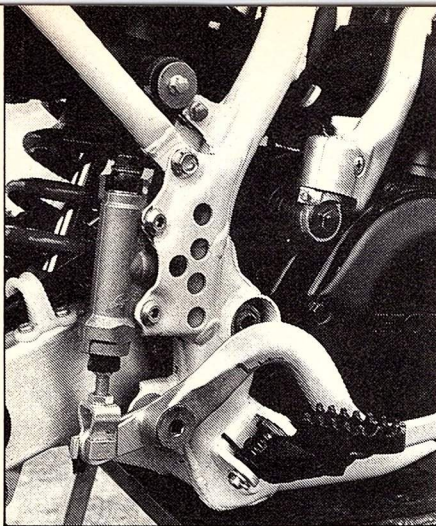
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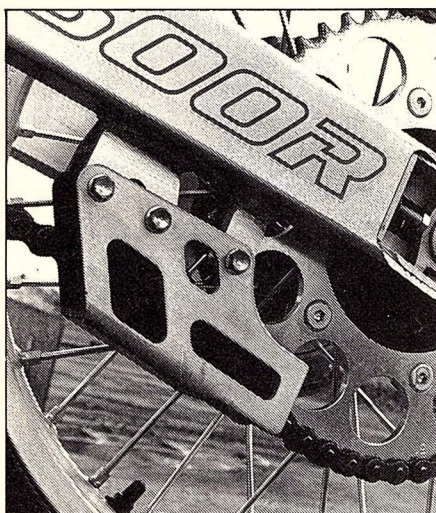


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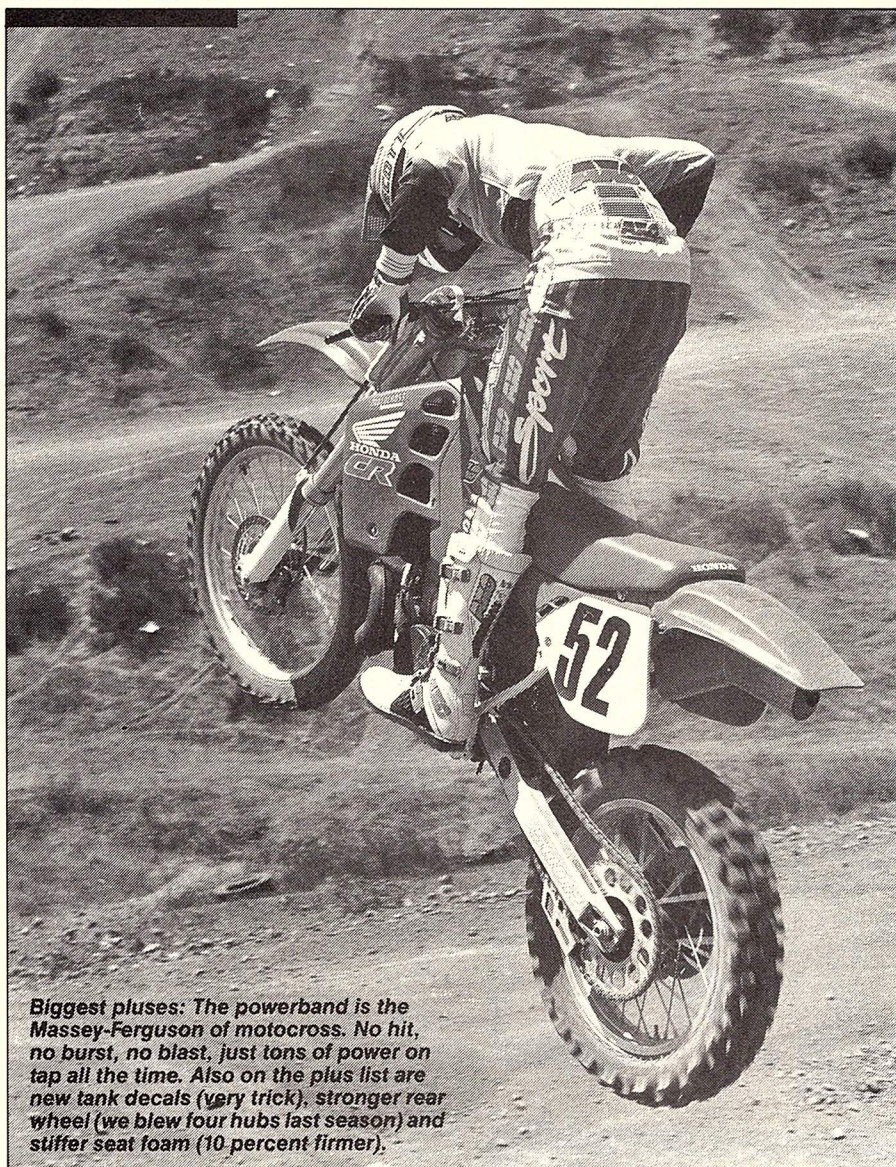


White frames: It may look like a Yamaha frame, but the new paint job doesn't disguise the new rear master cylinder routing, bigger footpegs, wider engine cases and slightly reshaped brake pedal.



Leisk's wish: After Jeff Leisk lost several European races because of chainguide failures Honda released a lower, stronger, better-supported and vastly improved version for the 1990 CR models. Word is that it's better than the works one that Leisk got.

CR500



Biggest pluses: The powerband is the Massey-Ferguson of motocross. No hit, no burst, no blast, just tons of power on tap all the time. Also on the plus list are new tank decals (very trick), stronger rear wheel (we blew four hubs last season) and stiffer seat foam (10 percent firmer).

TECHNICAL UPDATE

WHAT'S NEW ON THE CR500

- The CR500 crankshaft has been re-balanced and increased in weight for smoother power delivery.
- A new eight-plate clutch with lighter clutch springs replaces last year's seven-plate clutch. New clutch side case was required for the bigger clutch assembly.
- By moving the steering head 5mm rearward more weight is placed on the front wheel. An aluminum steering stem is supported by larger bearings (o.d.).
- Fork angle has been steepened by a half-degree to 27.3 degrees, while trail has been reduced by 3mm.
- Footpegs are 3mm wider and 3mm higher.
- All-new chainguide is sleeker, stronger and totally encased in steel.
- The rear hub has been beefed up for

1990 HONDA CR500 TEST REPORT

| ENGINE | | |
|----------------|----------------|------------------------------------|
| Characteristic | Rating (0-100) | Comments |
| Horsepower | 90 | Broad, controllable, easy-to-use |
| Powerband | 95 | Excellent |
| Starting | 90 | New kickstarter, better leverage |
| Shifting | 95 | Excellent |
| Clutch | 95 | New eight-plate clutch, light feel |
| CHASSIS | | |
| Cornering | 95 | Very sharp, almost too quick |
| Stability | 85 | Headshake |
| Forks | 90 | Harsh mid-stroke, some bottoming |
| Shock | 90 | Choppy on square-edged bumps |
| Brakes | 95 | Excellent |

greater durability with more support around the bearings. A new rear rim also adds to rear hoop strength.

- Shorter and more tapered bushings reduce stiction inside the Showa forks, which feature new damping, stanchion

tube shape, axle plates and fork oil (Showa SS-7m).

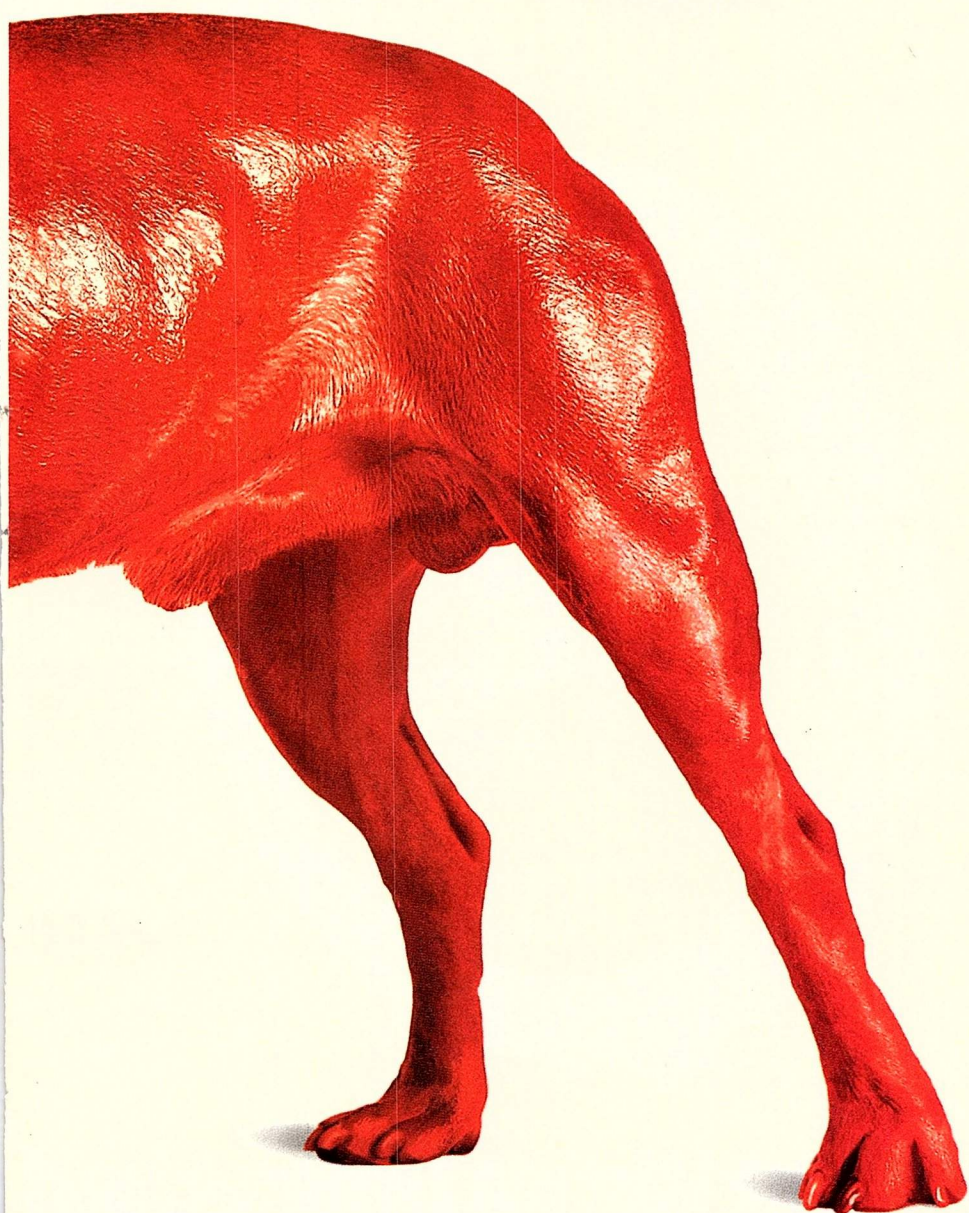
- Seat foam is 10 percent denser.
- Frame is white and the plastic has returned to the orange mist of three years ago. • □



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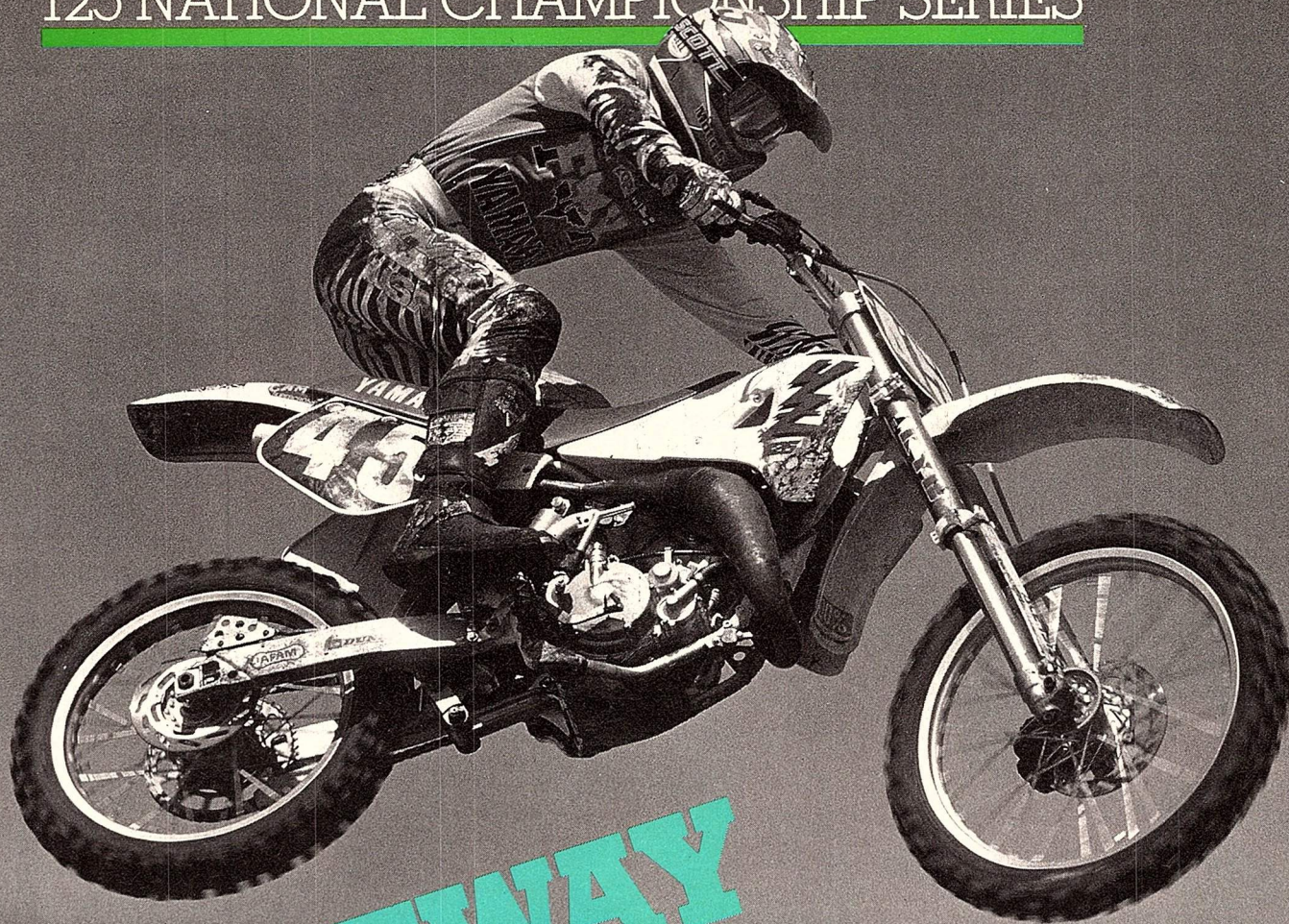
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125 NATIONAL CHAMPIONSHIP SERIES



HALFWAY HOME

By Todd Smith

The 125 race is an exciting mess!

□ As dusk settled on the fertile farmland of western Ohio, a steady stream of box vans, pickups and motorhomes made their way out of the pits of Don Kenworthy's racetrack and towards the concrete interstates that would eventually get them home. After four and a half months, and a trek from Florida to California to New England and halfway back, the 250 National Championship series had finished up in Troy, Ohio. Jeff Stanton had easily clinched his first National title earlier in the day,

◀ **Working hard: Placing in the top ten of the 125 Nationals is incredibly hard with so many riders capable of winning. Just holding your place in the pack, like Denny Stephenson (360), is tough.**

bringing the series to an anti-climactic resolution. But though that series had come to a tidy close, the 125 National Championship series was in mid-stride and anything but tidy. In fact, it was an exciting mess!

After seven out of 13 events the 125 class has seen five different winners, with Guy Cooper being the latest, but more importantly a failure by any one rider to consistently finish at the fore. Where once top positions were achieved with 2-1, 1-2, 3-3 moto scores, this season 2-6, 7-2, 3-9 scores are the norm. These scores are indicative not of the inconsistency of the riders themselves, but of the level of competition in the class this season. At the halfway point of the '88 campaign George Holland held a 35-point lead over second-place Erik Kehoe and a 74-point edge over third-place Donny Schmit. Fourth-place Guy Cooper was another 20 points behind Schmit. This year there is a four-point

By a string: At the halfway point Damon Bradshaw leads the 125 series by a scant three points. Damon has turned in stellar rides in the last few races—unfortunately, they have often been to catch up to the leaders after crashes. A first-turn crash in Ohio left him to battle through the pack to finish 12th in the first moto. He won the second moto to salvage the day.

spread among the top four riders. Any of the riders in the top ten are capable of pulling off a victory.

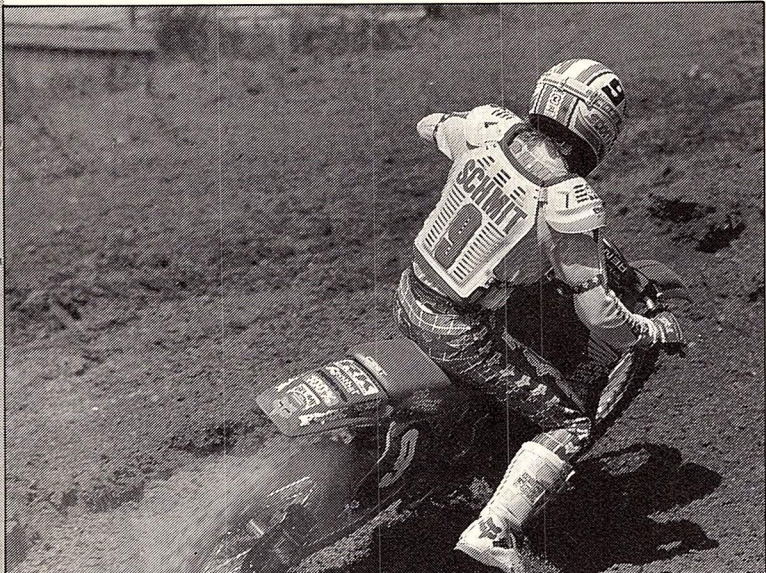
With a five-week break until the series resumes, the five that have won will be doing everything they can to gain an advantage over the five that haven't, and vice versa. In essence, the riders of both classes will be gearing up for the start of a new season. The 250 riders are preparing for the start of the 500 championships and the 125 riders are gearing up for the second half of their series which, given the closeness in points of the top five riders, will be like the start of a fresh season. The final seven events of the series should be very exciting and, if they are anything like the first seven, very unpredictable.

Paul Buckley



125 NATIONAL SERIES

Dave Chase



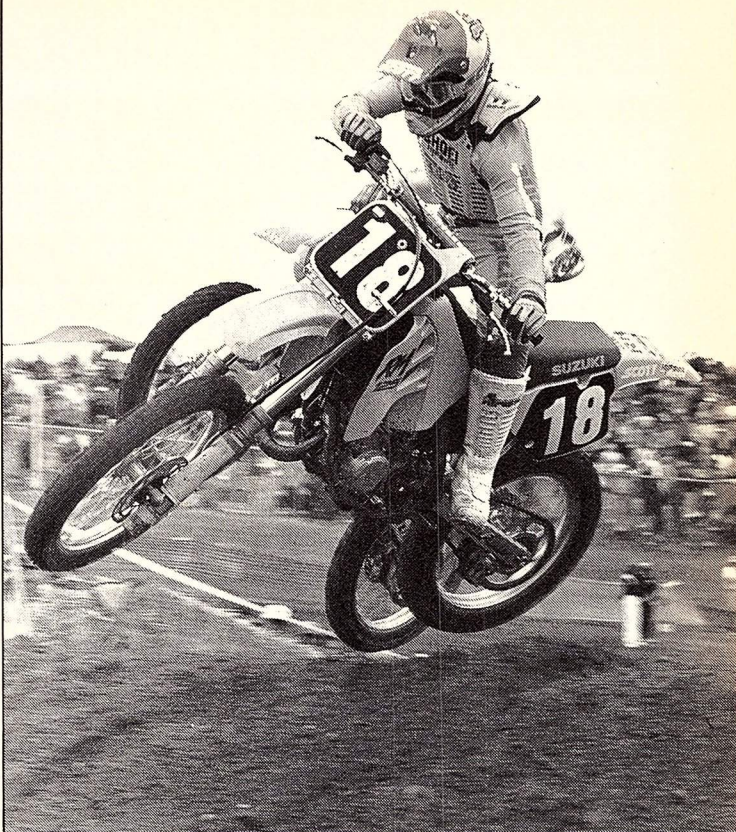
C'mon Donny: Donny Schmit has been a major contender in the 125 wars and is due for a win, but the little things keep holding him back. At Red Bud Donny was in a position to take the win after a first-moto second, but a flat in moto two dropped him off the pace. In Ohio crashes again kept Donny off the victory rostrum. Look for that to change before the season's over.

◀ **My turn:** Despite being on the mend from a broken collarbone, Guy Cooper posted 1-3 scores in Ohio to take his first win of the year. The win made him the fifth rider to win a 125 National this season, and vaulted him from fourth to second in the points standings.

Brad Nordlof



Is there a doctor in the house?: George Holland has been suffering from shoulder problems since January. In Michigan it was no problem as he posted 4-1 scores to garner his third win of the year. A week later, while leading the second moto, his shoulder popped out, forcing him to retire. It was a costly DNF.



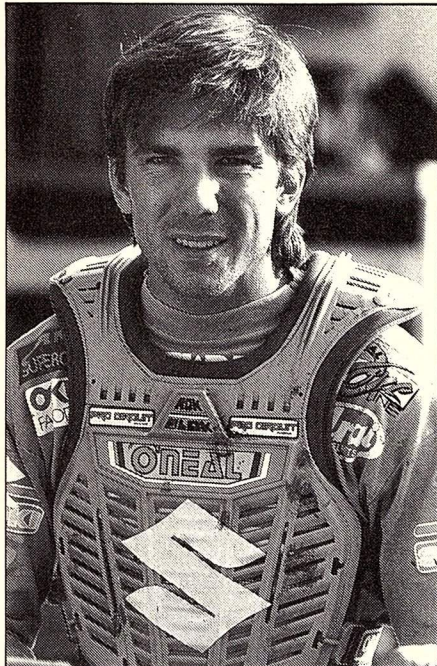
Plugging away: After seven of 14 rounds, Todd DeHoop sits in 11th position, five points out of the top nine. Like his fellow Suzuki- and Kawasaki-mounted rivals, Todd has had trouble running with the faster Hondas and Yamahas. His fourth overall in Michigan helped his cause considerably.



Dale who?: Team Tuf's Dale Spangler is one of the many young "three digit" riders traveling the National circuit trying to make a name for themselves. At Red Bud Dale did just that by taking a hard-earned third in the second moto. Unfortunately, a first-moto 14th ruined his chances at a top overall placing.

125 NATIONAL CHAMPIONSHIP SERIES

Dave Chase



Enough is enough: One of the friendliest and hardest-working riders on the circuit, Erik Kehoe hasn't been able to get anywhere with lady luck this year. Several good motos have been offset by quite a few bad ones, including a DNF in Ohio as a result of a stuck ring. Erik is now a distant eighth in the points.

Homeboy: Red Bud is located just a short drive from Mike LaRocco's home in La-Porte, Indiana. Mike roosted away for the win in the first moto but a dismal 22nd in the second go-round snuffed his hopes for the victory. ►

Brad Nordlof



That's better: Jeff Matias has been struggling outdoors this year, and his underpowered Kawasaki is to blame. After many hours of testing, Jeff and his mechanic finally found the ponies for Jeff to run up front. At Red Bud Jeff used a top-end motor to post 7-2 finishes for second overall. It was his highest career National finish. □



STANDINGS

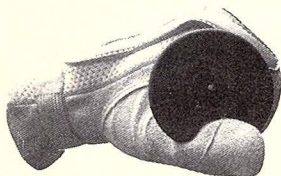
1. Damon Bradshaw 249
2. Guy Cooper 246
3. George Holland 245
4. Mike Kiedrowski 244
5. Donny Schmit 225
6. Mike LaRocco 205
7. Larry Ward 193
8. Eric Kehoe 169
9. Jeff Matias 149
10. Ty Davis 149

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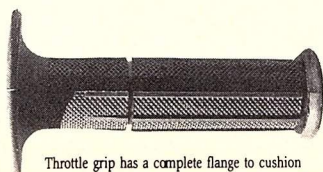


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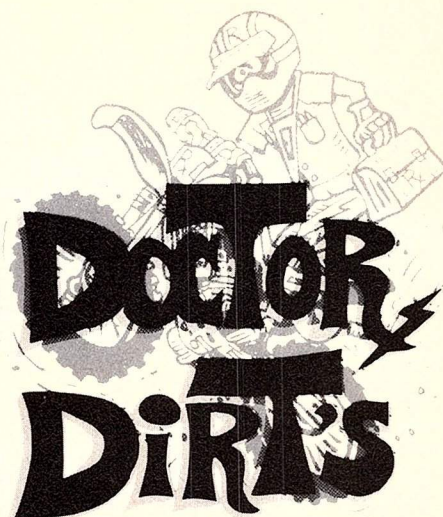
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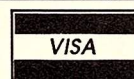
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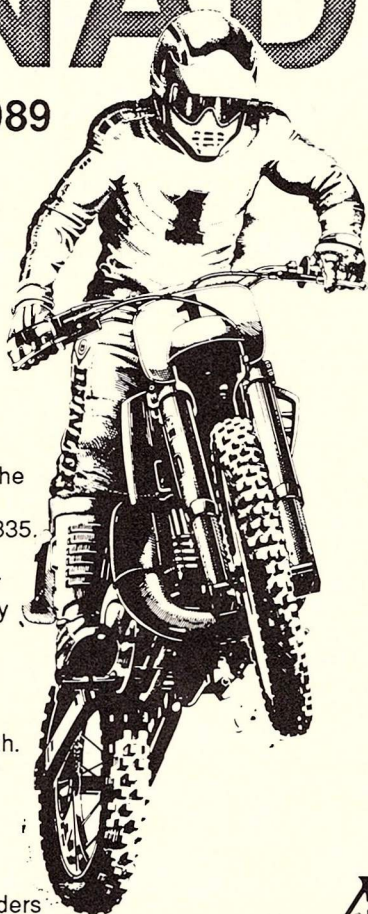
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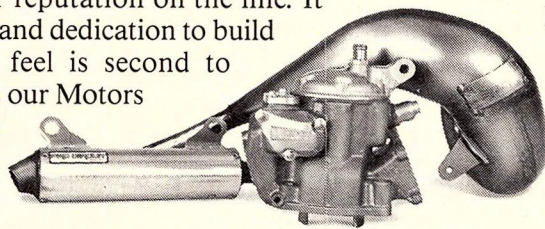




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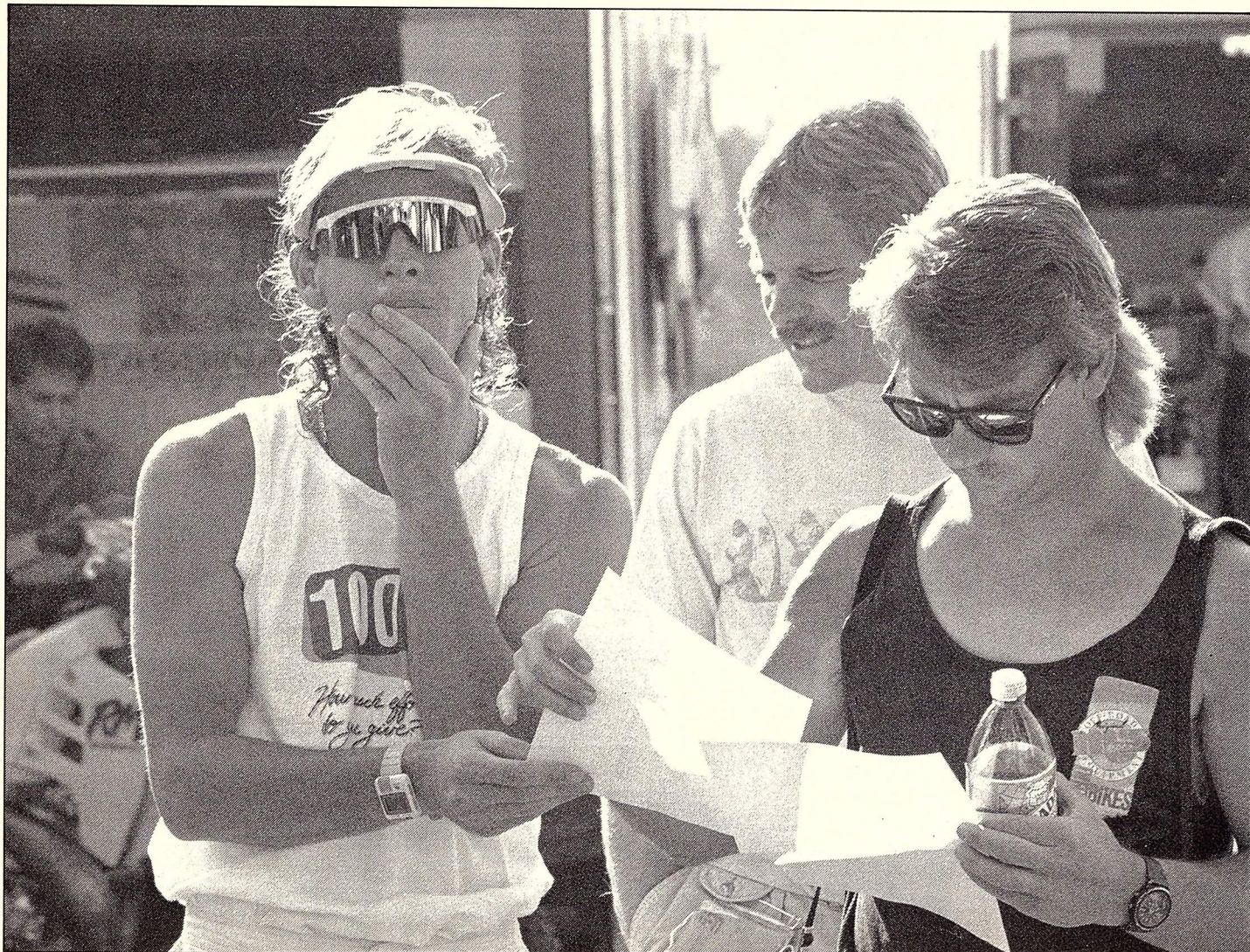
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Paul Buckley

BENDING OR BREAKING THE RULES?

Suddenly the
125 class is open
to past champions

By Zapata Espinoza

□ "The AMA made the rule and they should stick by it," said a disturbed Roger DeCoster when asked for his opinion on the AMA's recent reversal of the rule that kept past champions (Supercross or outdoor) from moving into the 125 class. "This whole thing goes against the intent of the rule," DeCoster continued. "It was designed to keep guys like O'Mara out and give the young riders a chance to get strong and prove themselves. The AMA has to learn to either make a rule and stick to it or not to make one at all. There's no tradition unless you stick to a certain set of rules. The whole program has worked well over the years; there has yet to be a repeat overall winner in any 125 class race this year and that's really good for the sport. I

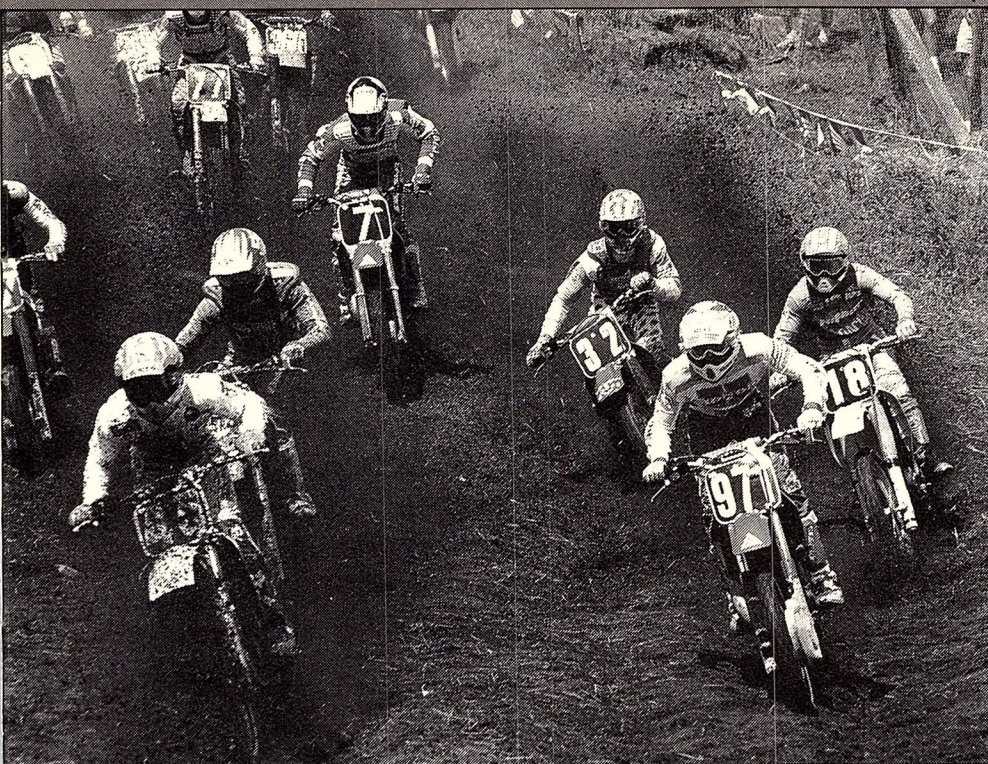
don't have anything against O'Mara—it wouldn't be good for a talented rider like him not to race—but that has to do with Suzuki not making an Open bike."

WHAT'S IT ALL ABOUT?

The MXA wrecking crew recently drew a lot of heat when we came out and said that the ruling by the AMA allowing past champions like O'Mara back into the 125 class was wrong, breaking the rules of the sport. Both AMA and Suzuki representatives were quick to respond that there was no written rule stating any such restrictions. We checked the rule book and they were right—but at the same time we still weren't wrong. DeCoster was correct when he said that this new rule went against the *intent* of the guidelines.

Back in September 1985, an AMA advisory meeting was convened to discuss the future of the sport. At the meeting were representatives from every aspect of the industry—the factories, promoters, racers and the press. In light of Ron Lechien's string of runaway victories in the 125 Nationals that year, it was decided not to let any past champions (from any class, in-

Paul Buckley



CONTROVERSY SWIRLS

WHAT DID THE INDUSTRY KNOW & WHEN DID THEY KNOW IT?

• **Dave Arnold**, Team Honda: "We found out by accident; we were never officially notified."

Bill West, promoter: "The AMA asked my opinion and I said 'no way.' This will hurt the sport, and I did not vote for it."

Bevo Forte, privateer representative on the AMA advisory board: "Never heard about it."

Roy Turner, Team Kawasaki: "Really, it's a surprise to us. Does this mean that Jeff Ward can ride a 125 now?"

Keith McCarty, Team Yamaha: "We were never notified. I think Suzuki asked for a favor to let Johnny ride."

Larry Maiers, announcer: "You're kidding, right?"

Pat Alexander, Team Suzuki: "I don't think it's a major change in policy."

Jeff Stanton, 1989 Supercross and 250 National Champion: "If I win the 500s this year I'll race the 125s in 1990."

Jack Mangus, AMA Board of Trustees: "This rule was passed without the board's knowledge." •

A sign of things to come?: Honda's Jeff Stanton has said that if he wins the 500 National title this year he'll switch to the 125s in 1990. At the Unadilla 250 GP, Stanton rode the 125 support class and, despite missing the morning practice, he still went out and smoked some of the top 125 riders in the land.

◀ **To ride or not to ride: Johnny O'Mara is a talented rider without a class to race in. Suzuki refuses to make an Open bike and, as much of a 125 specialist as he is, he really doesn't belong in the 125 class.**



It seems just a bit unfair: Many of the struggling 125 privateers voiced their displeasure over the highly paid Johnny O'Mara's return to the class when they're out there trying to make a living in the already highly competitive class, which has a lower payback. Denny Stephenson doesn't mind the competition, but with every position he gets pushed back in the overall, that's less money for he and his father to travel on.

out. If he didn't he could try it again until he did. Micky Dymond was the first person affected by this rule. After he won in '86, returned and won again in '87, he was promptly moved up to the 250/500 battles. The idea behind the rule was simple: There should be some chance for the younger, unknown riders to win a National. The 125 class was to be a fully accredited National title class, but as long as riders like Lechien and Jeff Ward were allowed to race, there would be less incentive for a person to bother following the National circuit with so little chance of doing well. Both the no-past-champions and the one-time-repeat rules proved popular and everyone left the meeting with the impression that these rules would in fact become law.

THE FAMOUS 16-MINUTE GAP

However, as we were later to find out when Suzuki and the AMA pressed us for the information to back up our initial claim, the two rules everybody at the meeting assumed would become law never did. Never having been written into the books, both rules had been accorded the status of nothing more binding than a "gentleman's agreement." Nonetheless, they had been followed in good faith for three years and everyone seemed happy.

In September 1988 Suzuki approached Roy Jansen, the AMA professional motocross manager, and questioned him as to the possibility of Suzuki's 250 riders being allowed to race the 125 class. Suzuki was spending a lot of money for the salaries of O'Mara and teammate Ronnie Tichenor to just sit idle after the 250 series ended, since they had yet to develop an Open-class bike. Roy sent out a questionnaire and made some follow-up phone calls on the proposal. While Roy Jansen admits that opinions were mixed, the AMA did issue

the rule change anyway in November '88. Though retaining the two-year clause, the 125 class was now open to anyone—Johnny O'Mara, Rick Johnson, even Roger DeCoster if he so desired—unless he had won the 125 title twice. There was never a press release on the action, which surely was warranted for an issue of such importance. The wrecking crew decided to ask around to find out who else knew about the actual rule change besides the AMA and Suzuki and we weren't surprised with the answers we got (see sidebar).

DRAW YOUR OWN CONCLUSIONS

We have nothing against Johnny O'Mara, Suzuki or the AMA; we just came away disappointed with the AMA's decision and the manner in which they handled it. After seeing Suzuki's attempts to do away with the Open class because they refused to build a competitive 500, the decision smacks of favoritism. Though Yamaha also suffered in the 500 class due to outdated machinery, they at least approached the problem in a positive manner and went out to build a bike. Suzuki appears to have taken the easier route with little concern for the sport at large. Of course, they are entitled to try to win races—that's what they hired riders like Jimmy Gaddis, Erik Kehoe and Ty Davis for. Johnny says that he's not out to take away anyone's ride—as one of the country's fastest riders he deserves to have a chance to race—but if he does as well as many people think he will, why would Suzuki bother to renew the contracts with the three riders they already have? The increase in team rider rostrums

door or out) back into the 125 class and that as of 1986 the 125 National Champion would be allowed to return to the class to defend his title. If he won it again he was

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CAUGHT IN THE MIDDLE

JOHNNY O'MARA

• **MXA:** Johnny, did your contract say anything about racing 125s for Suzuki?

O'Show: The contract said no 125s, no plans at all. I was signed on as a 250/500 rider, but the 500 never showed up. I looked into riding the 125 class last year and was told that no past champions were allowed to race, so that's as far as it went.

MXA: How do you think the rule got changed around?

O'Show: It wasn't Suzuki or me that pushed it. I think it was at Gainesville this year that I approached Roy Janson, because I had never talked to him personally about it and I wanted to figure out my plans. He looked at the file and said that I was eligible—I couldn't believe it! At first Suzuki said no because there weren't enough bikes and parts to go around. Then I took it further up the ladder to Mr. Shigenoya [Executive V.P., American Suzuki] and he said yes. I know some people are against it, but I just wanted to keep racing and not sit out another five months. I'm the one sticking my head out because if the kids beat me I look bad.

MXA: Do you think it's fair to move back to the 125s like this?

O'Show: Honestly, yes. My opinion is that the 125s shouldn't be thought of as a farm class. It's definitely the class that young guys will start off riding, but it should also be open to riders who are 125 specialists. It will show how good the new kids are.

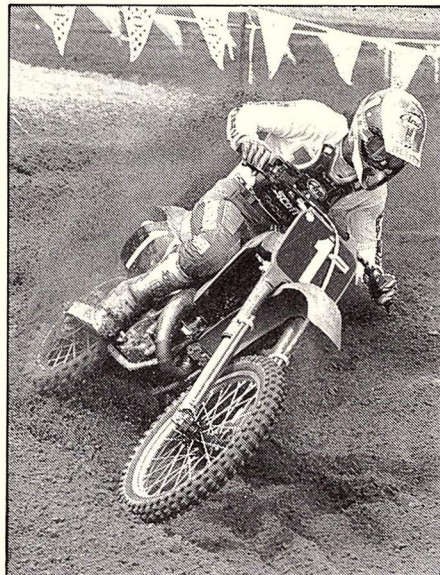
MXA: What do your teammates feel about the situation?

O'Show: I don't know, really; maybe they just don't want to talk about it. Kehoe and Gaddis might be jealous that I'm going in there to make them look bad. Erik complained a lot about the bikes, so if I do well it won't make him look good. I'll be getting the same equipment that everyone else gets because Suzuki won't let me run anyone else's stuff. I'm not out to take anyone's job away—I still plan to be back on the 250s next year. •

has been impressive and the current status of the sport, with the hiring of riders like Bradshaw, Matiasevich and Kiedrowski, is evidence that the rule was being respected. Though the 125 class has undoubtedly provided some of the most exciting racing this year, that could all change. Would a Johnny O'Mara runaway still be as interesting? Consolidation of a team is certainly a practical idea for cutting costs, but why do it by changing the rules that affect the very heart of the sport?

Honda's Mike Kiedrowski made another point to which both the AMA and Suzuki seem to be oblivious. "I don't mind Johnny coming to race, but he's already a factory star making a lot of money and all he's go-

RULES?



If one, why not both?: Micky Dymond lost his job at Honda after he won a second 125 title and was forced to move up, but since the no-repeat-winner rule is still in effect he is not allowed back in the class. Since O'Mara is in the same category of talent as Dymond, it seems a bit odd that, though only a one-time 125 National champion, he is allowed to move back down.

ing to do is take away more money from the young racers who could really use it." The AMA's defense that the rule change is consistent with the idea that the 125 class equals the prestige of the 250 and 500 classes ring hollow in some minds, especially when you look at the purse structure. The 125 class is definitely paid less in winnings than the bigger classes. Kiedrowski's teammate and current 125 National Champion George Holland had mixed emotions, too: "I like having Johnny there, but I'm out there trying to win a championship and he's coming in at the halfway mark just to prove himself. I think the class should be open, but not for just half the season."

THE STAGE IS SET

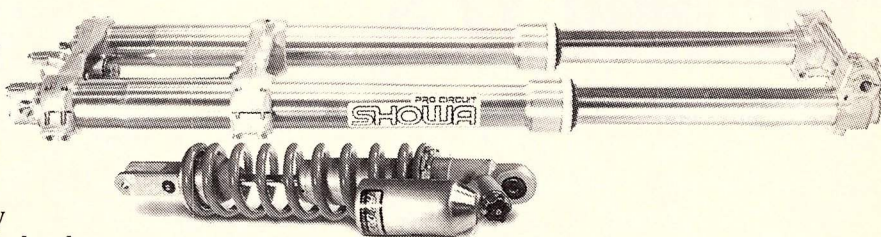
So Johnny O'Mara will return to the 125 class, not so much because he wants to but because he has no choice if he wants to race, since the promised RM500 never materialized. As it stands, the only riders who can't race the 125 class are Marty Smith, Broc Glover, Mark Barnett and Micky Dymond, and the chances of any of them seriously contesting the series are pretty slim. O'Mara's presence will definitely stir the race action and even those who don't like the idea are quick to admit that they can't wait to see the O'Show in action—though they'd prefer to see him battling the likes of Ward and Stanton on a 500. If things don't work out maybe the AMA will change the rules for the better—only this time we hope they write them down and stick to them! □

Have a Happy Pro Circuit Christmas

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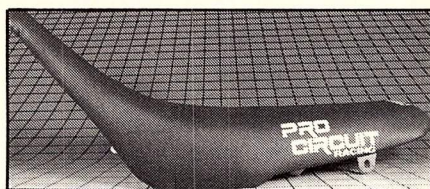


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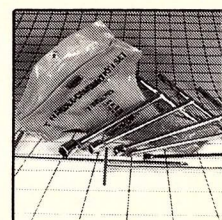
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LONGER SWINGARM ON THE 250.

OK, now let's talk new YZ125.

The engine's got a new flattop piston,

improved cylinder head, and

new port timing so it's got better low to mid-range power. And the inertia mass of the crankshaft was bumped up, so there's smoother power delivery.

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smoother action.

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THE Hardcore.



YZ125

rear brake calipers, so there's more braking power, too.

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and a free

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YZ250

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3 ON A MATCH

70,000 AT THE CITADEL

The big Brit grabs the big one

By Luc Verbeke

□ What a turnaround! The 500 Grand Prix season started dismally for the mathematical favorites (privateer Dirk Geukens won the opening round) and turned into a boring parade-like procession for most of the season. It was filled with lackluster performances by the stars that allowed six different victors (Geukens, Leisk, Van der Ven, Thorpe, Lechien and Geboers) in ten GPs and suddenly the European fans began to look at the formerly second-class 250 GPs with new respect. Grand Prix insiders came back from the 500 GPs and, instead of telling magnificent racing tales, said, "What a bore!"

Everyone kept saying that the Citadel would turn the season around, that when

◀ **At the Citadel: Dave Thorpe (3) and Jeff Leisk (18) proved to be up to the challenge of the Citadel at Namur. The track is actually located at an historical monument and is only raced once a year. It would be like holding a motocross around the Washington Monument.**

the Grand Prix circuit came to Belgium's famous *Chateau du Monument* it would come alive! There is something magical about a historical monument and national park opening up its woods, roads and amphitheater to 70,000 motocross fans. The castle at Namur is the most famous race-track in the world and probably the toughest test of man's determination to go fast.

WHO ROSE TO THE OCCASION?

Great Britain's Dave Thorpe had finally gotten his factory Honda unraveled after an inconsistent season of win-or-stink performances. Leading up to Namur, Thorpe had won two 500 GPs (Austria and England), but in Holland he was a distant ninth, seventh in Finland, fifth in Sweden and out of the top ten in the USA. These were certainly not world champion-caliber rides. To make the situation worse for the big Brit, he underwent arthroscopic knee surgery on the Tuesday before the Belgian 500 Grand Prix.

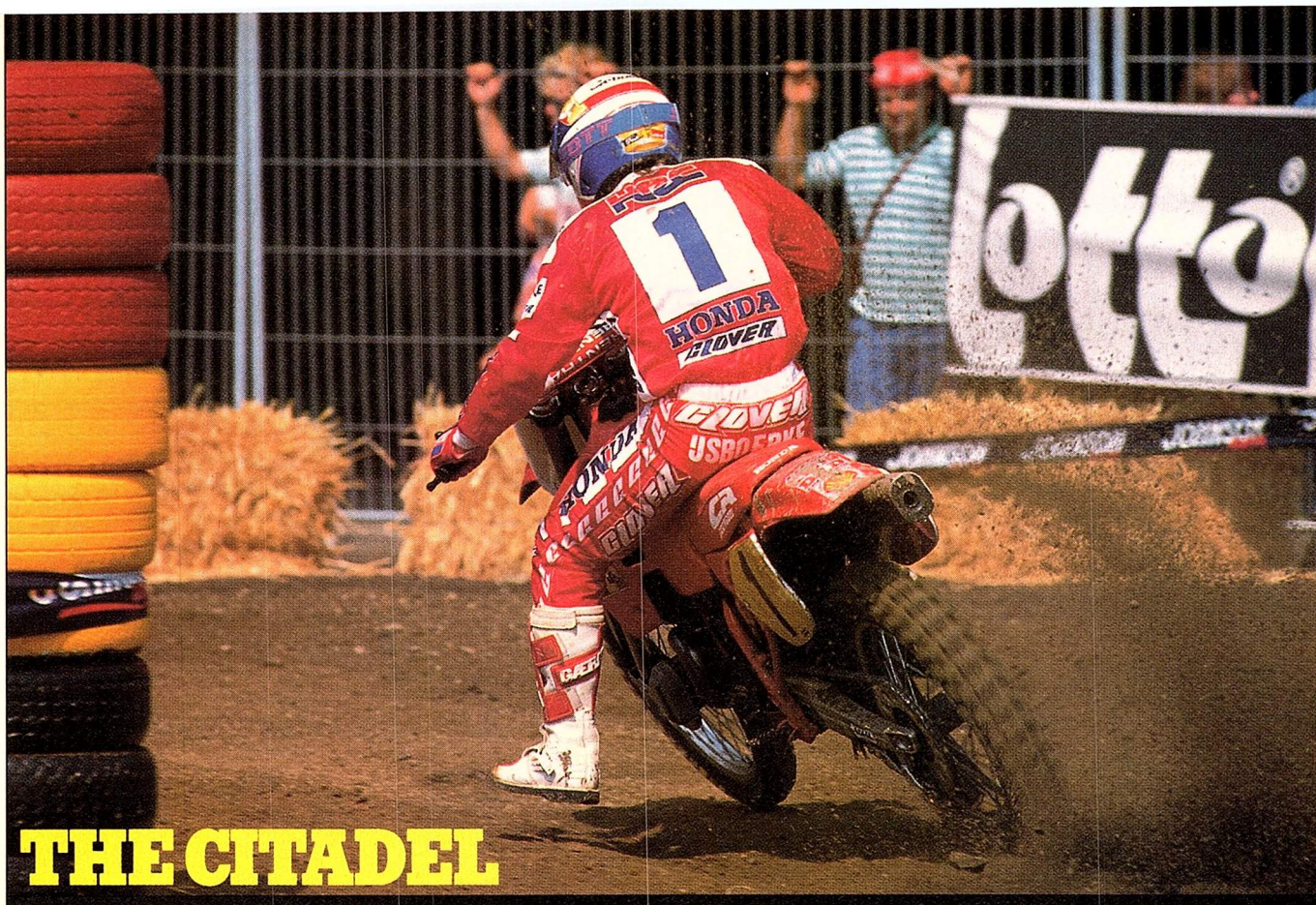
The first-moto duel was a thing of beau-

Coffee, please: Dave Thorpe roars out of the Belgian woods and down a stretch of highway during his exciting rout of the Belgian GP. Crowds line the restaurants and coffee houses to sip and cheer.

ty as Jeff Leisk, Dave Thorpe and Eric Geboers swept through the woods, up past the restaurant and into the courtyard of the castle in a Honda freight train. After 40 minutes of dueling the victory went to the Australian by the blink of an eyelash over his teammates. Thorpe was second.

The second moto was a Thorpe victory with Geboers and Leisk (joined by Kawasaki-mounted Billy Liles) thundering around a course that was lined with 70,000 spectators. The fact that Thorpe had beaten Geboers in the Belgian world champion's home country was enough to tell everyone that he was the new 500 World Champion. Thorpe had gained enough points on Geboers to virtually clinch the title before the final rounds. With only two





THE CITADEL

Back to the deuces: Eric Geboers (1) is reportedly heading back to the 250 GPs next season. Geboers could have won the 500 World Championship this season, but Thorpe was too strong at the end. Thorpe won the last three GPs in a row.

◀ **A season of change:** Billy Liles (8) had one of those up-and-down seasons that drives a rider crazy. In the early part of the season he couldn't buy a good finish; then in the second half he led races. The American's turnaround got him into the top ten overall.

rounds left in the 500 World Championship, the title is going to be sitting on the mantel next to Dave Thorpe's two other 500 World Championship trophies. The three Honda teammates can't be caught by Yamaha, Kawasaki, or anyone else—the World Championship sweep belongs to them again. Dave Thorpe—1989 500 World Champion!

CURRENT 500 WORLD CHAMPIONSHIP STANDINGS

1. Dave Thorpe Hon
2. Eric Geboers Hon
3. Jeff Leisk Hon
4. Kurt Nicoll Kaw
5. Jacky Martens KTM
6. Kees Van der Ven KTM
7. Georges Jobe Hon
8. Billy Liles Kaw
9. Dirk Geukens Hon
10. Mervyn Anstie Hon

JEFF LEISK

NOTHING TO LOSE!

• **MXA:** Jeff, sum up your first 500 GP season.

Jeff: It started well in Holland, even though I ran out of gas while winning, but the next round in France was completely different because of heavy rain. I rode poorly. Then in Austria I made some big mistakes. I knew then that I needed to learn more about making it through the season. I took a bad line down a hill to pass Kurt Nicoll, went off the line and high-sided. The bike fell one way and I fell the other and wrenched my knee. I was in a cast for a couple of days and decided that consistent finishes were better than trying the impossible. Eric Geboers wasn't always the fastest rider, but he always got points and I needed to do the same thing.

I rode more conservatively after that, but began to score more points. In Italy my knee was still sore, but I went 2-4. At Ruskesanta in Finland everybody said I would do well because it was a sand track. I finished third in the first moto and grabbed the holeshot in the second and won easily. That was my first Grand Prix overall. In Sweden I didn't have a good day. I wasn't with it. I might have celebrated too much after Finland [laughs]. I did okay at Hollister and when we came back to Europe for the San Marino Grand Prix I got my

second GP win. In England I got a second, which was good because Thorpe was the fastest man on the track that day.

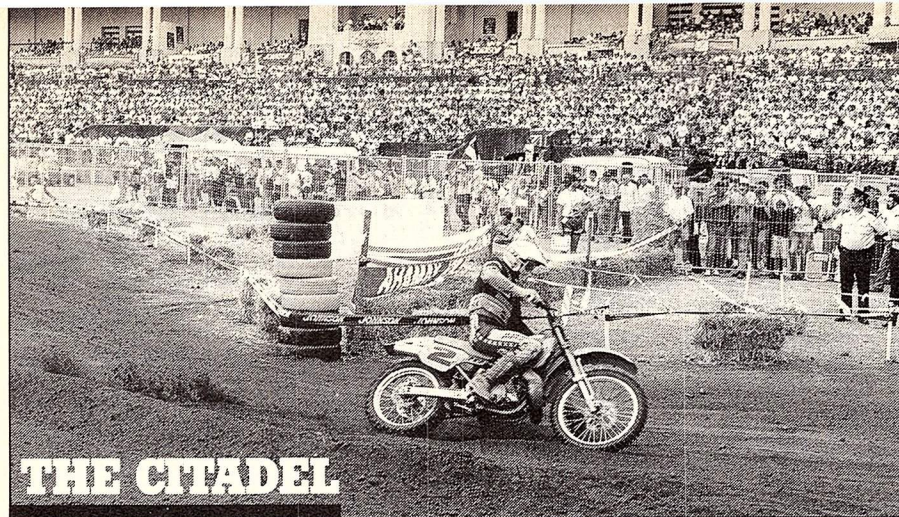
MXA: After a full season on the GP circuit who do you think is faster, the Americans or Europeans?

Jeff: It's terribly hard to make a comparison, the conditions are so different, but I believe that the best Americans are definitely faster. That doesn't mean that Ricky, Jeff and Ronnie could come to Europe and trash everybody, because the conditions change drastically from week to week. You need to adapt all the time. I like it here in Europe and I can see myself staying here and racing the World Championships for the next couple of years.

MXA: What is going to happen next year with you and Honda?

Jeff: The HRC team is very professional and everyone works together. Dave and Eric respect each other and this year there have been no problems between me and them. There has been some clean, hard racing, which is good. I don't think Honda has decided what they are going to do yet in 1990. It depends on what Jean-Michel Bayle decides to do. If he goes to America that changes things. Honda told me that they want me back in the 500 class next year, but the final decision will be made after the season. I heard that Eric wants to move to the 250 class. Honda expected me to finish in the top five, and now I'm in third. I had nothing to lose and everything to win, mate! •





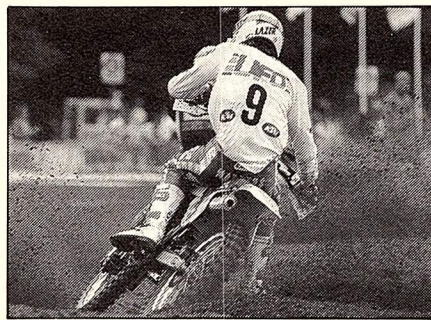
THE CITADEL



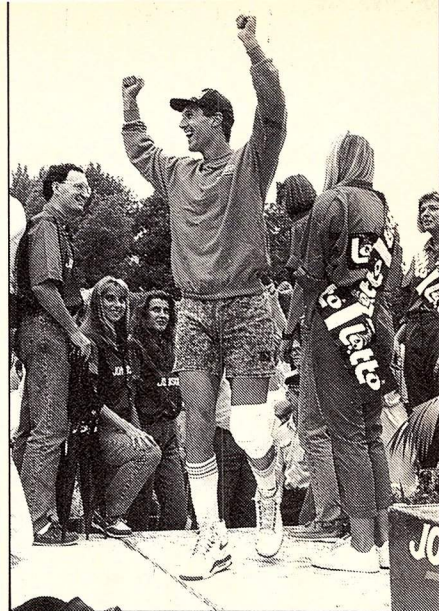
Ride 'em cowboy: Mark Banks, son of famous GP racer John Banks, missed most of the 1989 season with a leg injury, but he came back strong towards the end of the year. Mark brakes hard enough to lift the rear wheel off the ground.

◀ **A pint, please:** If Jeff Leisk hadn't run out of gas while winning the first Grand Prix of the year he would have been in position to win the 500 World Championship. The Aussie won two GPs in his first season abroad.

Bridesmaid: Kurt Nicoll's reign as the perennial bridesmaid in the 500 World Championship was broken in 1989, but not the way he would have liked. Nicoll, who is following in his father's GP footsteps, was pushed out of the top three by Thorpe, Geboers and Leisk.



Top five: Jacky Martens (9) had to take over the KTM reins after team leader Kees Van der Ven broke his wrist moonlighting at a local race in Holland. Martens' top-five finish will be the best of his career.



The champ: With his third 500 World Championship in the bag, Dave Thorpe responds to the cheering crowd. The bandage on his left leg was required when the stitches pulled out of his knee, which was recently operated on.

DAVE THORPE

PAYING THE PRICE

• **MXA:** Dave, tell us about your knee.

Dave: In between the British and Belgian GPs, I went to an international race in France. I injured my knee there. I got it operated on the Tuesday before Namur. It really hurt in Saturday's practice so I went back to the hotel and rested it for the night. On Sunday I took some painkillers and that helped a lot. During the race the stitches had come loose, but I don't think it will cause me any major trouble for the next GPs.

MXA: Everybody said that Namur would decide the world championship—do you believe them now?

Dave: To tell the truth, Eric made a few mistakes when he was leading. He tried too hard because of the pressure of the home crowd, Belgian press and everybody expecting him to win. He took risks and paid the price. I went to Namur with the attitude of just doing well. This track is one of those where you go faster by riding intelligently and picking good lines. Last year I paid the price by taking risks. I hit a fence post and broke my thumb.

MXA: Is Jeff Leisk a threat to win the 1990 title?

Dave: Leisk is always challenging us because he has nothing to lose. He has started to ride smart and has definitely profited from the battle that is going on between Eric and me. Jeff is keeping both of us awake. He's improved a lot since the first couple of GPs where he rode beyond his limits. Eric, Jeff and I are trying to solve our problems—personal and professional—in the best possible way. Never before has the Honda team been this close. •

GEORGES JOBE

THE KIDS DON'T CARE

• **MXA:** What's going on this year? Things seem so different for you and the 500 class.

Georges: My results are far beneath my expectations, but that doesn't mean that my confidence is undermined like everybody says. I'm well aware of what caused the problems, and in most cases it has nothing to do with my riding ability. I scored good finishes in Sweden and Finland, but San Marino and Hollister tempered my enthusiasm. Hollister should have been canceled because of the dust. I went to the other riders about some sort of riders association like the road racers have. We need an experienced rider to represent us, but after everybody agreed to hold a meeting in San Marino nobody showed up. The GP rider should take more responsibility. In the 125 class it's even worse. Those young kids don't care about danger. They are afraid to open their mouths. In Portugal the starting gate failed four times.

I went and told the organizers that they had to do something or we wouldn't start the race, but I was the only one to complain.

MXA: How tough is it to be a privateer against the factory teams?

Georges: We have to work very hard on the bike all season long. I started with Showa forks, but later changed to White Power. The biggest differences between the factory bikes and mine are that they use special material such as titanium to save weight and have different gearboxes, which are reflected in the reliability of the bikes. I have to constantly change everything to make sure that it doesn't break, and that is expensive for a privateer. To my advantage I have some trick parts that they don't have, like my carbon fiber gas tank which lowers the center of gravity.

MXA: How is Andre Malherbe working out as team manager of the Millfex team?

Georges: I think he's really happy to be back in the sport. Andre supervises the team and he's using his GP experience to give me advice. He has a great mind. He and his wife Sabine are doing a lot of public relations work on the part of motocross. •

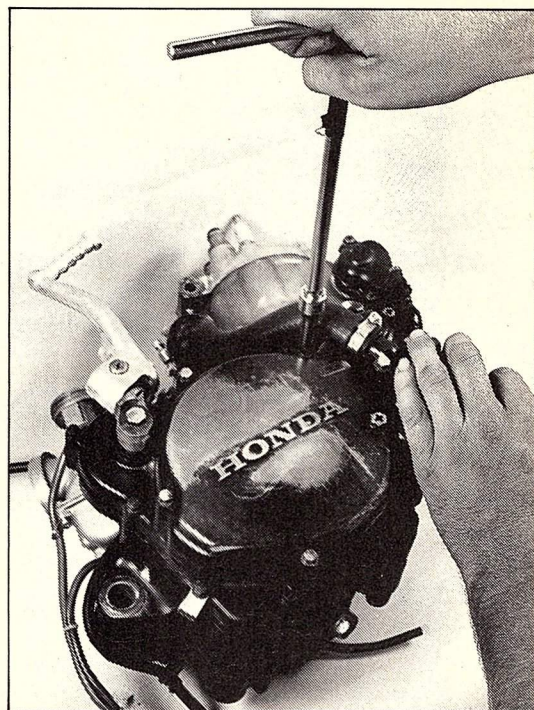
HOW TO REBUILD A CLUTCH

Ten minutes & a puddle of oil

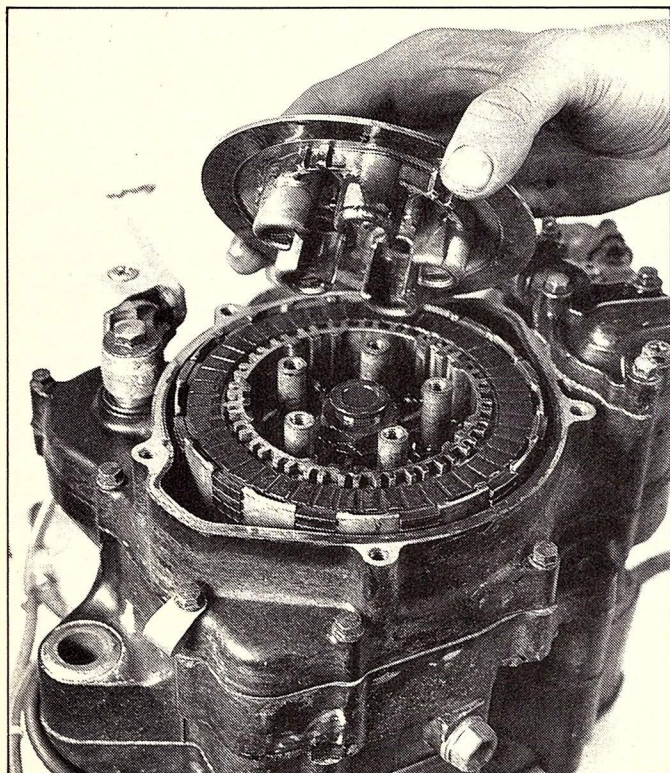
□ How do you know if your clutch needs rebuilding? Simple! Ask yourself these questions: When the gate dropped for the first moto did everybody go but me? Is my engine turning 10,000 rpm while I'm only going two mph? Is the clutch lever on my bike now part of the Charles Atlas muscle-building program? Do I smell the aroma of moldy tennis shoes after each race? If you answer yes to any of these questions, you

might want to rebuild your bike's clutch.

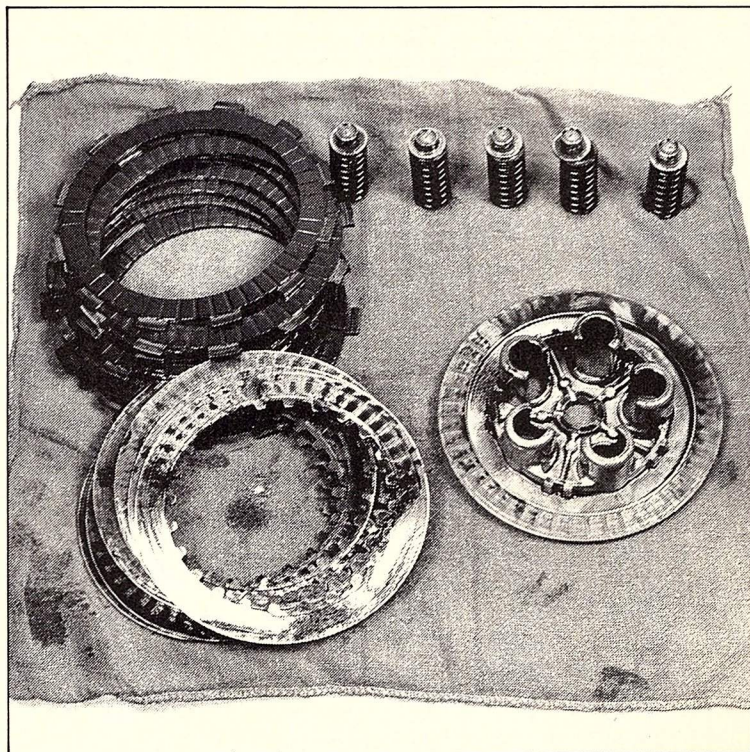
A clutch is a simple device that consists of an aluminum basket full of metal and fiber discs. Springs compress the discs together and the cable-actuated lever pulls them apart. Together you go forward; apart you have no power. Couldn't be easier, but one out-of-sync part and it's no-go all the time. Here are the basic fix-it tips for today's modern clutches.



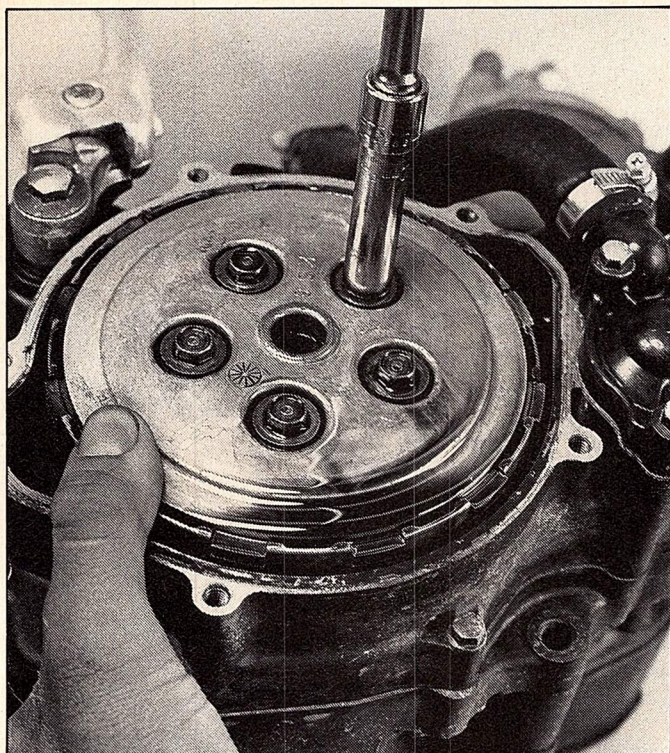
Step one: It isn't necessary to take the motor out of the frame. In fact, you can simply lay the bike over on the ground at the track without draining the oil. We had ours out anyway so we started by removing the 8mm clutch cover bolts.



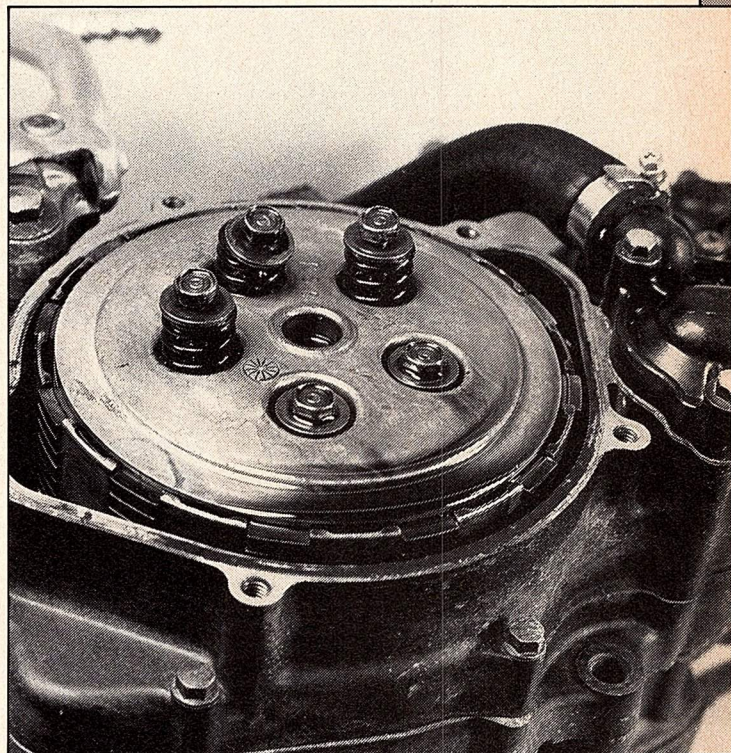
Step four: With the springs and bolts removed, lift the clutch hub off of the clutch and begin to remove the clutch plates out of the clutch basket. Sometimes you have to use a small screwdriver to pry the first fiber plate out of the tang-like basket.



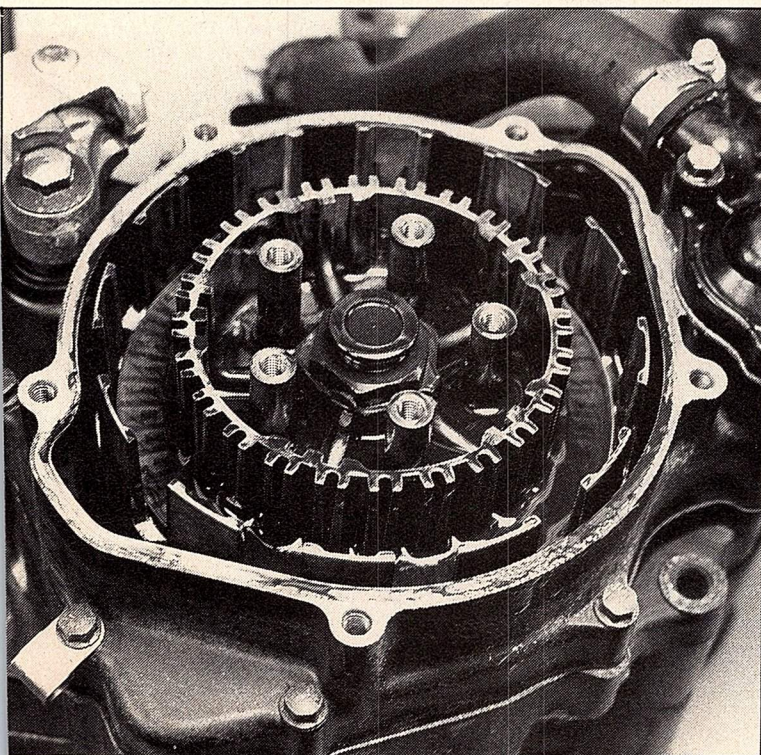
Step five: This is what a clutch consists of. Typically it has six springs, seven fiber plates, six aluminum plates and the clutch hub. If you are doing a complete clutch rebuild you will be replacing the spring, fiber plates and aluminum plates. In an emergency you can normally get away with just sticking in new fibers.



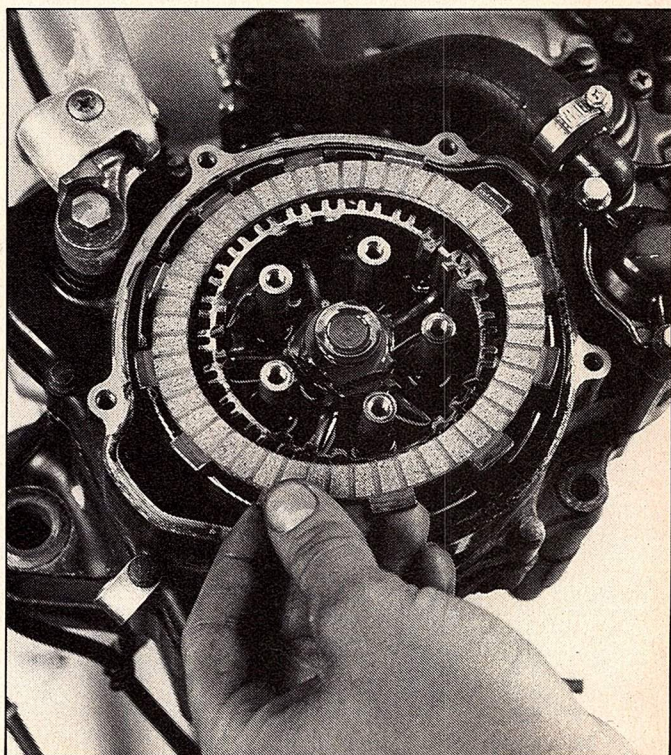
Step two: Once the clutch cover is removed take a 10mm socket or T-handle and begin to remove the clutch hub bolts. Press your thumb against the clutch hub to keep it from spinning or stuff a rag into the corner of the clutch and cases to lock it in place.



Step three: The clutch hub bolts actually hold the clutch spring in place. As you loosen them the springs will rise out of the case. Be sure to pull the bolt, washer and spring out as one piece and set them aside.



Step six: Check the basket. Clean the sludge off of the basket and run your finger up the edge of the tangs that hold the plates in place. As the clutch is used the plates hammer against the edge of the tangs and groove it. If it is badly grooved you must buy a new basket.



Step seven: To rebuild the clutch all you have to do is stick the new plates into the basket. Start with a fiber plate and alternate fiber and aluminum until the clutch is full and then bolt the springs back into place and replace the clutch cover. Smear a dab of fresh oil on each plate before inserting. □

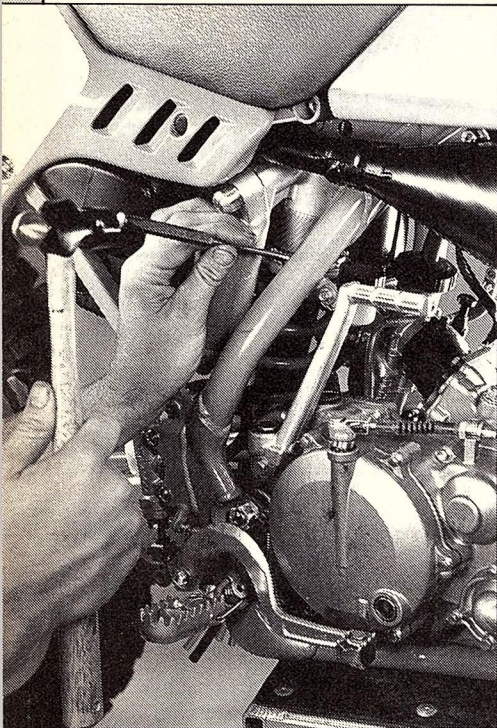
SIGHTED SAG, SANK SAME

HOW TO SET UP YOUR SUSPENSION

All it takes is a tape measure & full leathers

□ You can send your shock off to the greatest shock technician in the world, but if you don't set it up correctly after UPS drops it off on your porch you are wasting your money and time. Whether you have a stock shock or a full-boat, zoot-capri after-market unit, the only way to get it to work to its potential is to set the sag perfectly. Since the majority of motocross bikes sold today share the same basic dimension and rates, setting the suspension on one brand is pretty much the same as on another (the only exception is the anti-chain torque-equipped ATK which requires less sag).

The MXA wrecking crew offers you these suspension guidelines to make your bike gobble up whoops and absorb the jolts of massive leaps.



Tools of the trade: The only tools needed to get your bike's suspension perfectly set up are a hammer, large punch and tape measure. Adjusting the amount of sag by changing spring preload is the single most important racing preparation.



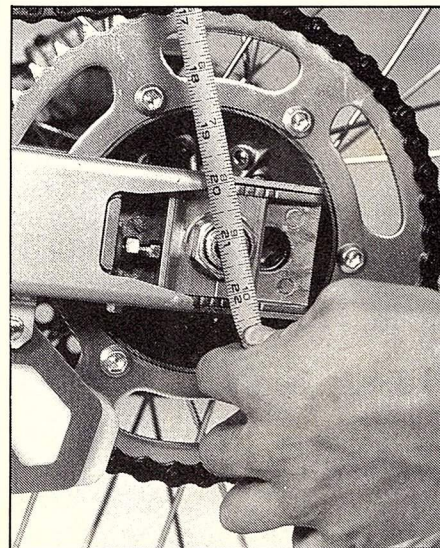
Step one: With the rider pulling up on the rear fender to eliminate all the sag in the bike's chassis, a measurement should be taken from the edge of the fender to the top of the rear axle.



Step one-and-a-half: With no one on the bike and all the sag eliminated by lifting the bike up, the distance between the rear fender and rear wheel should be recorded. In this case it's 24".



Step two: The rider should climb on board the bike and position himself in his riding position. Make sure the bike is on level ground. Repeat the rear-fender-to-axle measurement. Be sure to have the rider's full weight perfectly balanced.

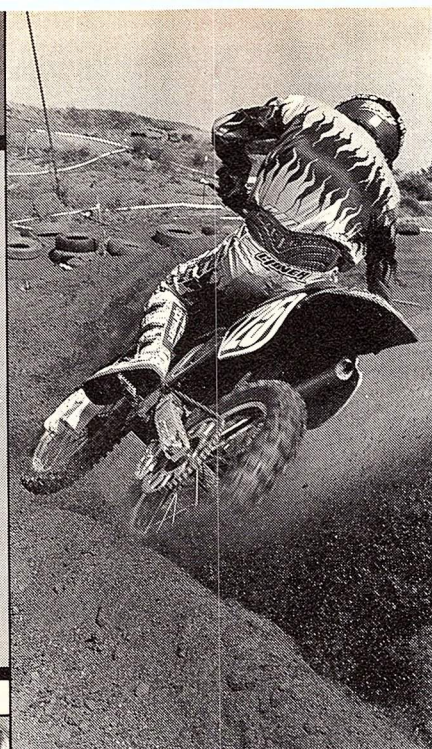


Step two-and-a-half: Your second measurement should be exactly 4" shorter than the unladen measurement. Since ours reads 21" with the rider on board and 24" without the rider we need to use the hammer and punch to back the spring level off until the difference is exactly 4". □

GET IT TIGHT

HOW TO ADJUST YOUR CHAIN PERFECTLY EVERY TIME

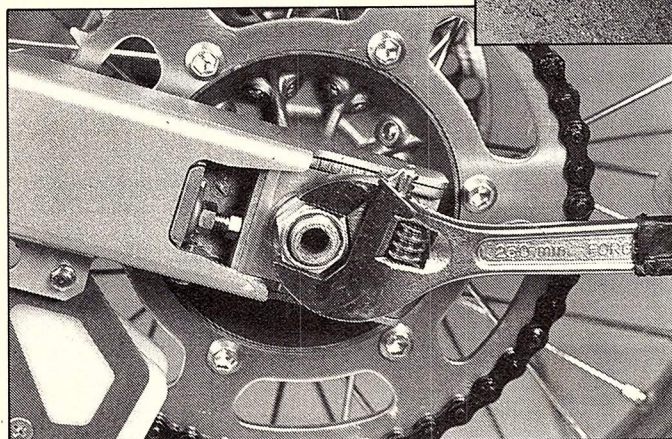
From the weak link
to the missing link



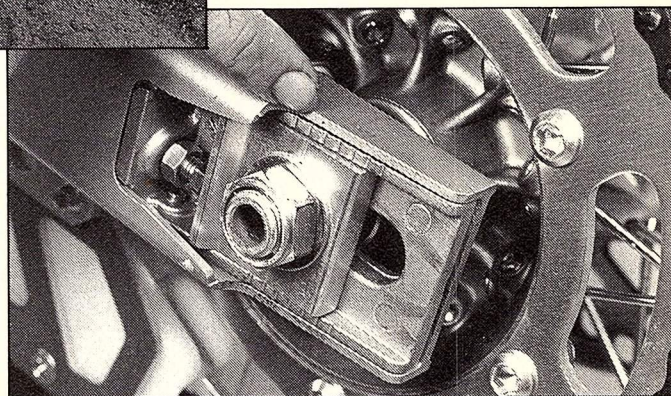
RIGHT

□ The MXA wrecking crew has to ride, race and maintain over 20 motocross bikes during the season. In the course of the last 15 years we have seen every type and style of chain adjuster, chain and swingarm arrangement. We have also never thrown a chain because of improper adjustment. We adjust our chains with a foolproof, easy-to-do and simple technique that works on every model of modern motocross bike. Try it; your bike will like it.

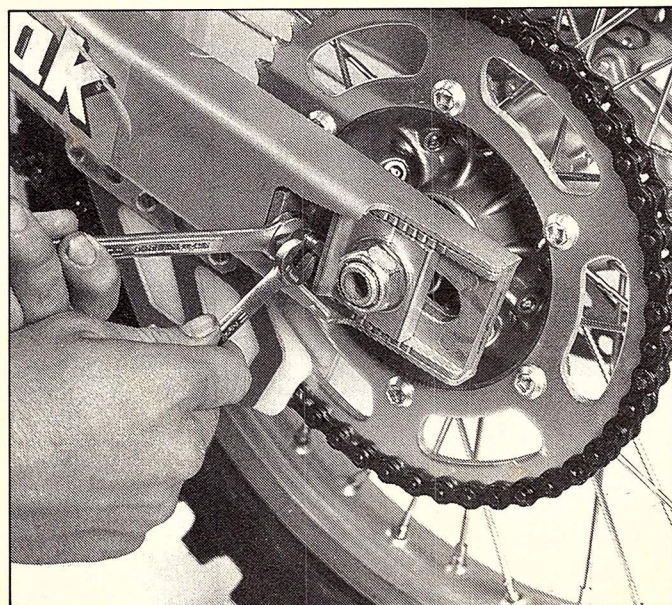
◀ **Chain tension:** Your owner's manual will tell you how much slack your chain should have, but remember that too tight is just as bad as too loose. Often a rider has to adjust his chain two or three times to get it perfect. Perfect is what you want.



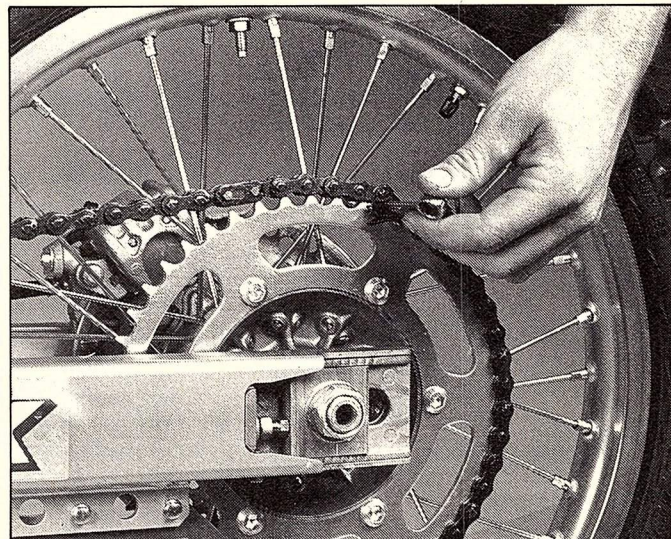
Step one: Using a large crescent wrench, or the proper-sized socket, loosen the rear axle nut far enough to allow the wheel to move freely.



Step three: In making small adjustments you can keep track of how many times you turned the adjusting bolt on one side and then repeat it on the other, but for reference you can use the alignment marks that are stamped onto the axle plate. These are much more accurate than in the past.



Step two: With a 12mm wrench for the lock nut and 10mm wrench for the adjusting bolt, start by loosening the lock nut. Once the lock nut is sufficiently loose turn the adjusting bolt out to tighten chain or in (clockwise) to loosen the chain.



Step four: Once you have the rear wheel pulled back enough to tighten the chain (approximately 1" of vertical give behind the swingarm pivot), you are ready for the most important step. Insert the 10mm wrench sideways in the teeth of the sprocket and back the wheel up. Now tighten the chain. The wrench in the sprocket pulls the wheel forward and ensures the proper slack. Check chain slack and readjust if necessary. □

FAST FIXES FOR PRIVATEERS

KIT BIKES

Who ya gonna call?



□ Every year motorcycle racers are burdened with the dilemma of deciding which of the new bikes will be best suited to their riding ability and winning desires. Ideally, the production bikes are impeccable, flawless, dynamic and invincible. Realistically, however, they often fall far short of perfection.

Hop-up companies abound in the motocross industry and are dedicated for the most part to curing the imperfections of the production bikes. One of the best reasons for the existence of hop-up companies is that their specialization in off-road performance allows them to understand the weaknesses of selected models and set up the bike according to your individual riding ability.

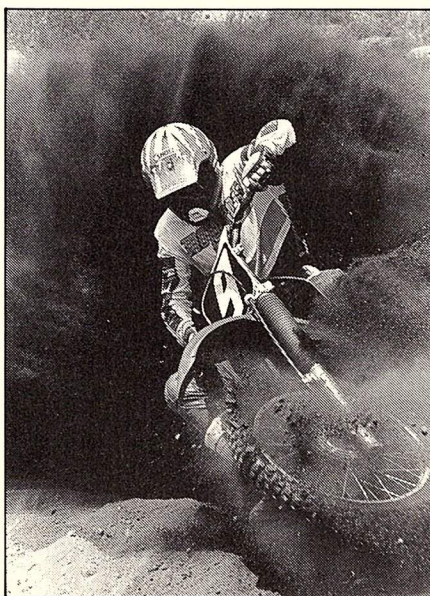
Choosing a competent, reliable hop-up shop can have immense, long-term benefits for your racing career, not to mention your trophy collection. Look for a well-known, highly recommended business that specializes in the specific brand of bike you ride, has proven to be one of the leading performance companies and one that might provide you with some extra help if you turn in some good results.

Where do you find such a company? The MXA wrecking crew has once again brought three performance companies (along with their bikes) to the forefront in our never-ending search for the ultimate race bike. Pro Circuit, DMC and Tri-Pro are companies headed by men who know and love motocross—here is what their kit bikes are all about.

PRO CIRCUIT HONDA CR125

When the AMA banned the use of factory bikes in their sanctioned events, many of the top pros called upon former number-one desert racer Mitch Payton at Pro Circuit to prepare their race engines. Pro Circuit has the ability to make any bike a winner; however, they specialize in performance parts for Hondas. We decided to see why Honda privateer Donny Schmit selected Pro Circuit as his source of energy for his ever-so-potent CR.

"I feel the stock Honda 125 has a solid,



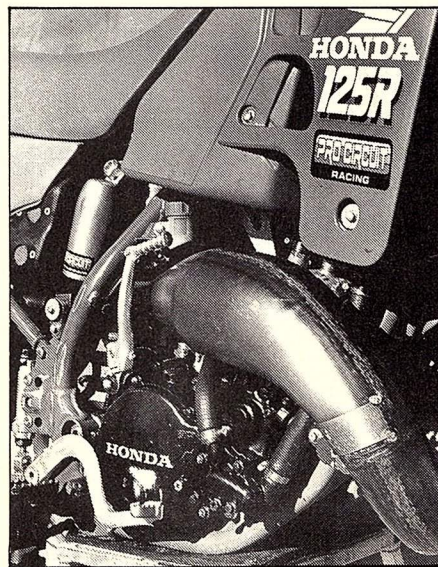
Turbo boost: Exploding out of berms is an easy thing to do with Pro Circuit-modified CR125. Pro Circuit engines have won more 125 Nationals than all the other factories combined.

well-designed engine, but I think to be competitive in the pro ranks the bike could use a bit more low-end torque. I want to be able to rocket out of turns without having to switch into a lower gear, or get better starts rather than having to work up through the pack of riders because of the lack of low-end," says Schmit. With this in mind, Pro Circuit began by performing their standard porting and head modifications (\$225), then moved on to the basic bolt-on items—Pro Circuit pipe (\$149), silencer (\$64.95) and Twin Air filter (\$22.95). To allow air to reach the airbox more efficiently, holes are bored into its sides which is said to help in throttle response for added low-end power. Next on the list was to discard the stock carburetor for a 36mm Keihin (\$154), which helps carry the power throughout the top-end. Finally, the jetting was fine-tuned (the stock needle was replaced with a 1468).

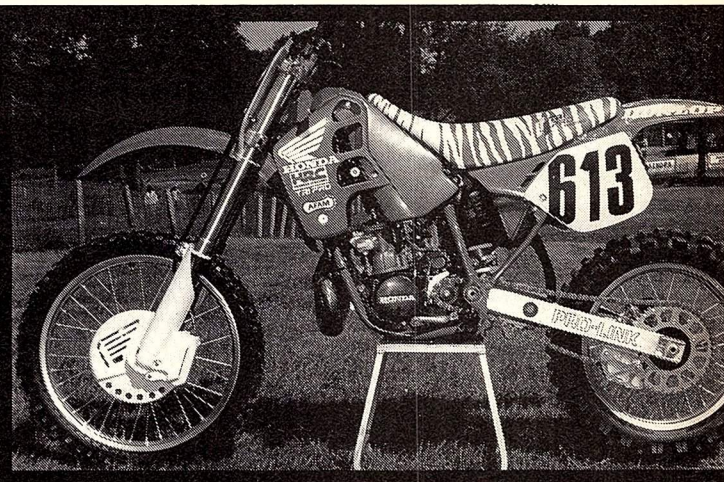
First-class: Honda tiddler motors have been the horsepower leaders of the 125 class for the last four years, but that hasn't stopped racers from wanting more of a good thing. Pro Circuit does the engines for the complete Honda factory team and gave us Donny Schmit's bike to wring out.

The end result was a bike that hit hard in the bottom and continued throughout the midrange and well into the top-end. After riding the Pro Circuit bike, we were convinced that Donny (and George Holland, Guy Cooper, Larry Ward and Mike Kiedrowski) had made the right choice in going to Pro Circuit for their CR125 power transplant. The new powerband was a big improvement over stock, big enough to have been the winning edge in more 125 Nationals than any other engine kit this year.

CONTACT: Pro Circuit Racing, 4214 E. LaPalma, Anaheim, CA 92807; (714) 993-5400.



Minus points: About the only flaw in the CR125 powerband is a lack of a strong low-end. Pro Circuit's cure was to modify the cylinder and head, bolt on a 36mm Keihin, add a pipe and silencer and open up the airbox. It definitely barked.



On the other hand: The Kawasaki KX125 is raceable for Beginner- to Intermediate-level riders, but for more advanced riders it needs a boost. DMC provided the necessary treatments to aid in improving the low-revving Kawasaki.

DMC KAWASAKI KX125

Dave Miller is well known for his innovative concoctions such as full-race grocery carts, XR80 engines in Yamaha YZ80 frames, square-tube aluminum works frames and hand-pounded custom gas tanks. Even though Dave has made everything from Yamahas to go-karts go fast, in motocross his DMC company is notorious for his custom-designed Kawasakis. It used to be that all the Kawasakis on the starting line were modified by DMC, or had a sticker that said they were. So when it came time to revamp our battered 1989 KX125, we decided to drop in on Dave and see if he could add a little spice to the otherwise bland KX powerband. Dave was confident



Beforehand: The stock KX125 used to have a difficult time in exiting turns and pulling off the holeshots, but once DMC performed the much-needed mods, it was like riding a new bike. Our test riders now enjoyed riding the Kawasaki.

that he could perform the needed mods. To make the KX125 fast, DMC added a pipe (\$157.95) and silencer (\$59.95). This bolt-on combo gives the '89 KX more low-end punch. To add to the midrange and top-end, DMC modified the cylinder and head by reshaping and re-angling the ports to force as much horsepower out of the green machine as possible. Next on the DMC hit list was the carburetor. The inlet and outlet of the carb were reconditioned and rejacketed to enhance the overall performance.

Riders familiar with the stock KX125 know that it has a mellow but uninspiring powerband. The lack of stock punch makes the KX125 seem slower than it really is. What DMC tries to do is increase the power output across the full range of the motor. While the DMC KX125 doesn't hit with a violent shudder or turn quasar rpms, it is definitely faster and more raceable than a stocker. There is a small trade-off in low-end to gain some midrange, but it's a bar-

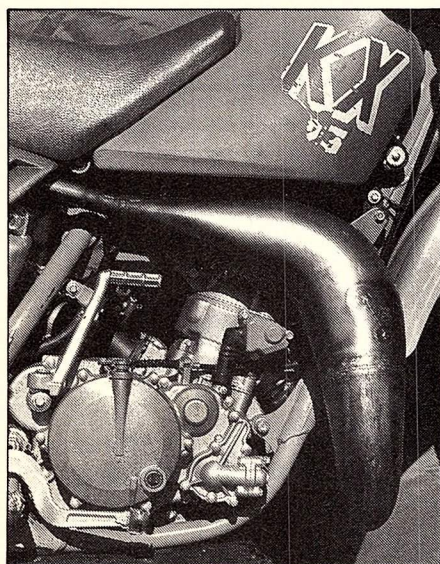
Upper class: Tri-Pro takes the all-around CR250 powerband and gives it that extra dose of power than can move an Intermediate up to the Pro class. Tri-Pro is a new Midwest hop-up company that offers everything from engine mods to suspension fixes.

gain that translates into better finishes and more speed out of sweeping turns. The MXA wrecking crew never felt that the stock 1989 KX125 was a fun bike to ride because it lacked a hard-hitting burst, but it was still a decent race bike. With the DMC engine kit, the KX125 is not only fun to ride but a great race bike.

CONTACT: DMC, 5620 E. LaPalma Ave., Anaheim, CA 92807; (714) 777-4084.

TRI-PRO HONDA CR250

Rusty Ott, a former professional motocross racer, has combined his knowledge and experience with bikes to form a new

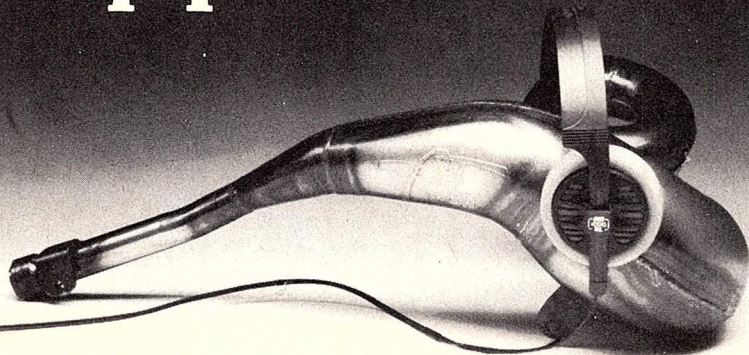


Add and subtract: To add to the otherwise bland midrange of the KX125, the stock pipe and silencer were discarded in exchange for DMC units. The cylinder and head were reworked in order to balance out the overall powerband.



East and west: Tri-Pro removes the stock Honda CR250 pipe and replaces it with a nickel-plated FMF pipe. The West Coast pipes and Midwest porting result in a torquier engine with increased midrange punch.

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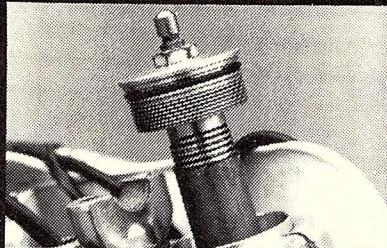
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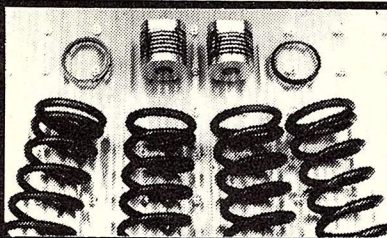


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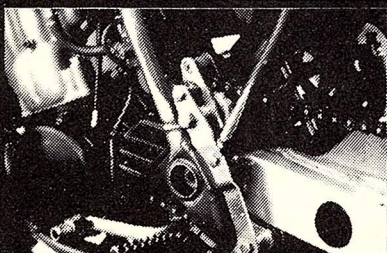
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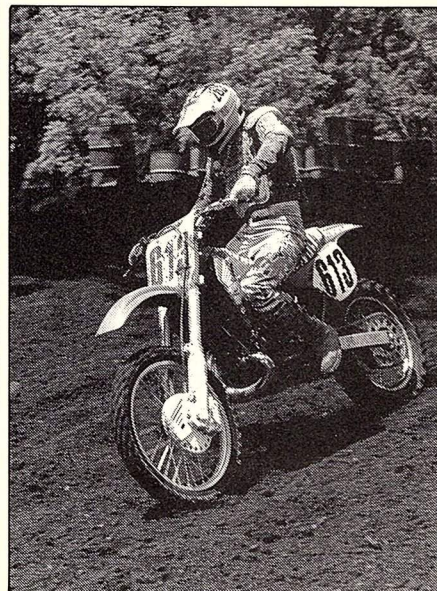
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KIT BIKES



Brad Nordfor

Variable usage: Even though the Tri-Pro CR250 was designed and built for pro-level riders, the modifications made it so manageable that riders from beginner to veteran were able to appreciate the improvements.

company in the Midwest. Tri-Pro has been in business for less than a year, but they have succeeded in becoming one of the fastest-growing hop-up companies in the country. The *MXA* wrecking crew provided Tri-Pro with a difficult task—to transform the already powerful engine of the Honda CR250 into an even stronger one.

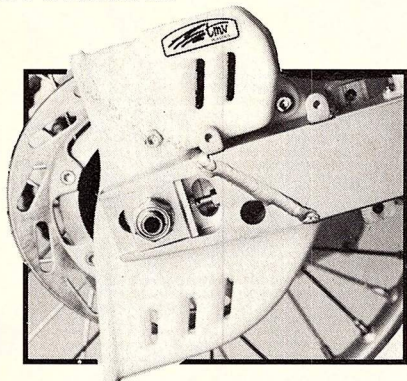
Since Tri-Pro is an FMF distributor, they began by adding an FMF pipe (\$149.95) and silencer (\$59.95) to aid the midrange and top-end. Tri-Pro ported and machined the cylinder and head (\$129.95) before adding a Ram valve reed block (\$79.95). Next they cut and re-angled the power valves. Final mods to find their way onto the CR250 were a 62 pilot and 172 main along with a Ram air filter. Tri-Pro claims to have tested each air filter and says that the Ram filter seems to give the best results. All the mods are done in Tri-Pro's Illinois facility. Porting specs can be custom-designed to suit your local tracks and riding skill.

After the bike was completed, it was time for testing. The most noticeable improvement on the Tri-Pro CR250 was the amount of low-end pull. Compared with the stock CR250, the *MXA* riders found that the Tri-Pro Honda was able to exit turns in a higher gear, which results in faster lap times. The stock Honda CR250 has an aggressive engine, but the Tri-Pro mods provide the bike with an additional dose of energy. With the stock Honda having such a strong hit from midrange to top-end, it was difficult to notice much of a change when reaching the higher gears.

CONTACT: Tri-Pro Racing, 133 E. Van Emmon, Yorkville, IL 60560; (312) 553-9090. □

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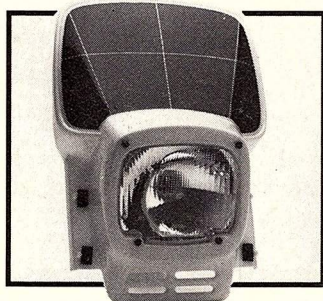
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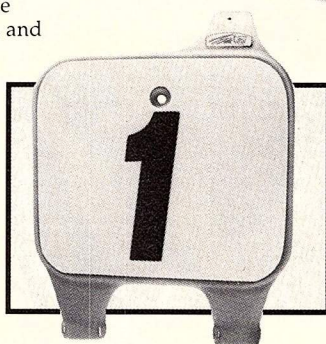
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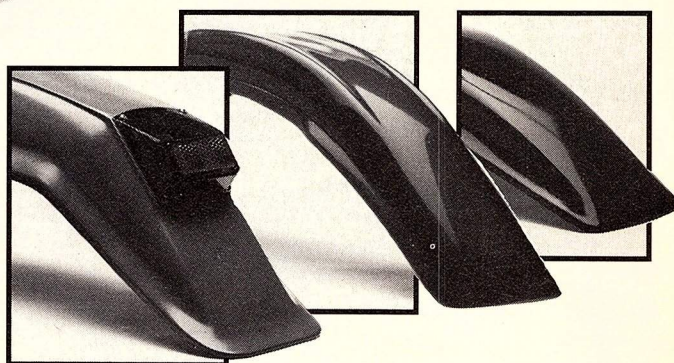
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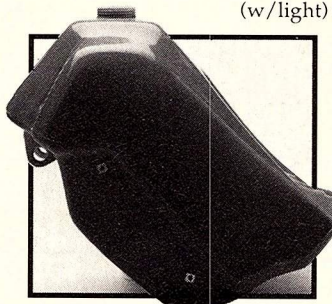
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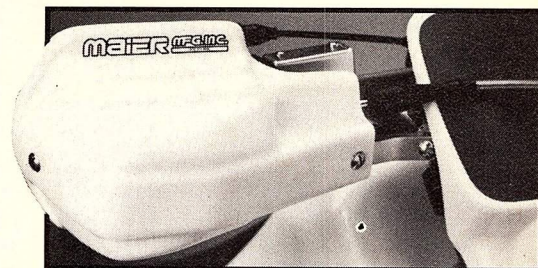
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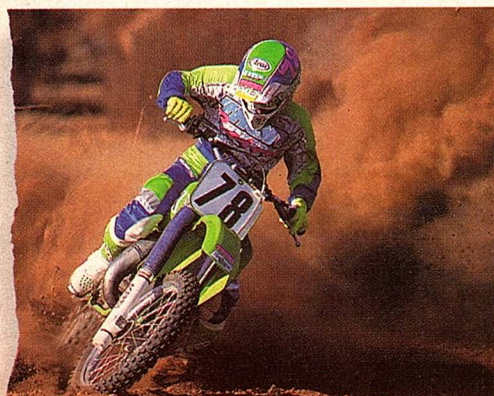
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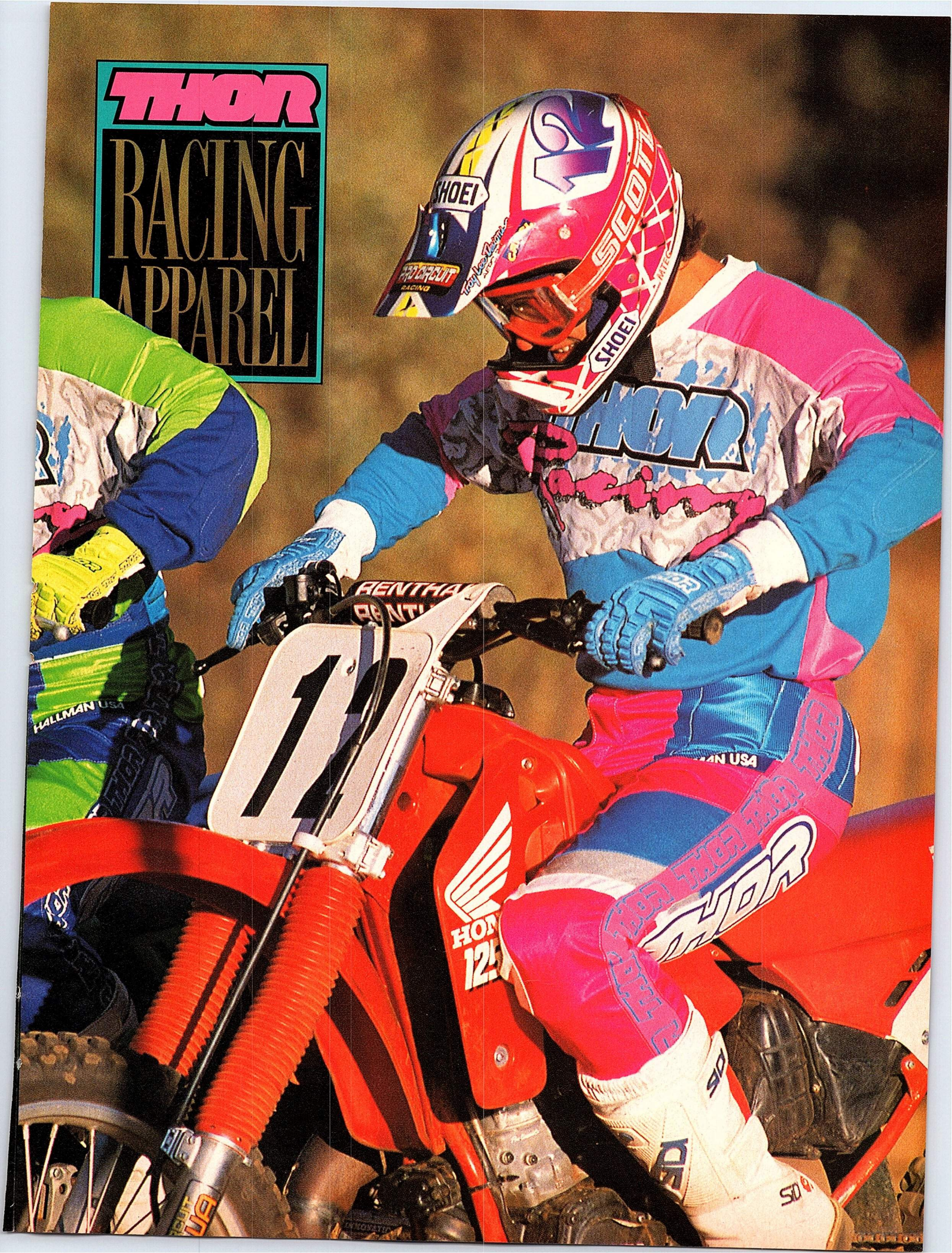


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RACE TEST

□ **The past:** Since the rise of the Japanese production 250, which occurred in 1976, no European-built 250 has been in a position to challenge for the top notch on the Leaderboard. Folklore has it that European manufacturers specialized in building 500s and didn't have the financial resources to pursue the expensive and time-consuming development needed to make smaller engines perform. Most Americans discounted the three 250 World Championships of Russian rider Major Gennady Moisseev, and from a marketing point of view the KTM/Russkie connection during the pre-*glasnost* era was probably a sales liability.

In the '70s Americans bought European bikes because they believed that those

companies knew, understood and responded to the sport. By the '80s, though, the general malaise that occurred at the European factories was magnified by an infusion of Japanese R&D money into the CR, KX, YZ and RM. The number of active American racers who remember the days of European dominance has shrunk, and with no European factories fielding AMA National or Supercross teams the potential of getting U.S. buyers to pay attention to the exploits of Kees Van der Ven or some other

polysyllabic foreign name was slim. Keeping up with the Japanese Joneses is bad enough.

Yet, as the European motorcycle manufacturers fell by the wayside, the Austrian KTM concern rose to the occasion. They were the only continental corporation that updated their bikes and fought back. With a modern factory and far-thinking designs, KTM kept themselves in business (buoyed by the demise of other Euro brands), but keeping the doors open wasn't enough—they needed to make the leap to the big time. Easier said than done, and if something wasn't done KTM (as a motocross company) would be joining Bultaco, CZ, Maico, Husqvarna and Cagiva on the dwindling sales list.

1990 KTM250

What Broc has wrought

1990 KTM 250: If you ever rode a KTM before forget everything you thought about it. The Broc Glover Replica is low, sleek, light and very attractive. KTM invested \$600,000 in research and development in the 250 project.







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KTM250

The present: It's a miracle what \$600,000 worth of development money and the signing of Broc Glover, Bobby Moore, Mike Healey and Trampas Parker can do. Which of these factors is most important? Probably the \$600,000, but unmentioned in the present KTM mindset is a change in philosophy. In the past KTM believed that, because they were a European company, they knew everything there was to know about motocross—they didn't want to listen to

American consumers, Japanese competitors or upstart magazines. All that changed in 1989!

The development program on the 1990 KTM 250 began in a totally new way than did past R&D jobs at Mattinghofen. Instead of looking at the previous year's KTM and trying to improve it, the KTM engineers looked at last year's Honda and tried to improve *it*. To you and me that may seem like the normal way to do business (zero in on your toughest competition and aim for his heart), but for KTM it's a new concept.

The outcome: The 1990 250 is a major step forward for KTM. Yes, all the parts are new, but that's not what makes it a watershed. Yes, Broc Glover did most of the test riding, but that doesn't make it overly significant. Yes, the styling is more contemporary, but graphic design is icing on the cake. What makes the KTM 250 an important bike is that it represents the first bike produced by a European manufacturer that pays homage to the American way of looking at the sport. Yes, it is cut out of the Japanese mold, but where do you think Honda, Yamaha, Suzuki and Kawasaki got their mold material?—in the good old USA!

KTM has stepped out of the past, and if the progress they made in one short GP season is an example, they will be a big part of the future.

Familiar sights: The silencer, subframe and chassis look very similar to the Honda components, but with a twist: The sub-frame is aluminum, the frame is chromoly and the new shock linkage is considerably stronger than last year.



KTM250



RIDERS' ROUND TABLE

WHAT THE TEST RIDERS THINK

• The MXA wrecking crew has more experience with the 1990 KTM 250 than anyone outside of the Austrian factory. Over the summer we sent Zap, Scott Wallenberg and Jeff Glass to Unadilla to test-ride Broc's GP race bike. When we came back from New York we arranged to get the first bike off the production line flown to California for the complete test crew to race, ride, work on and live with. Here is what the men who raced the 1990 KTM 250 said.

Willy Musgrave: "The engine didn't really impress me. It produced all its power in the bottom and the midrange, and the power it produced was very soft. Not much burst or hit. Unless you are in the perfect gear and tapped out, it has a tendency to bog. It needs to be shifted because of the lack of top-end, but the shifting time is critical. Shift too soon and it bogs. On hard, slippery tracks the KTM motor does hook up, but it doesn't have enough power to be a Pro-level race bike.

"The suspension is way too soft—front and rear. This seems to be the standard KTM setup, but it's not raceable on rough tracks. The stock suspension would work for a Novice-level rider who weighed about 150 pounds. With the stock suspension the

bike's handling suffered. It just sagged down into the travel all the time. The seating position felt too low. Underneath the problems is a good bike, but it needs more power and stiffer suspension."

Larry Brooks: "On fast tracks the bike isn't really hard-hitting or high-revving enough. At first I didn't like the way it ran. It just made a mild and mellow sort of low-end power. All bottom, no rev. When I started to ride it on tighter tracks it started to work a little better. With good throttle control you could make it hook up through and out of tight turns. It makes a smooth kind of power that is deceiving. Don't get me wrong—I don't think it's fast, but I think a rider could live with it.

"The suspension was too soft, although the damping felt like it had enough adjustment to accept stiffer spring. The soft shock spring allowed the rear end to drop into the mid-stroke of the travel and that made the front end push in the turns. Overall, I really liked the way the bike felt. It was very light and agile."

Jody Weisel: "On the plus side the KTM 250 was slim, light and comfortable to ride. The clutch worked well and everything felt perfectly placed. It was eerie because it didn't feel anything like a KTM. It started easily, the brakes were surprisingly powerful and the seat height was low. It gives the impression of a bike that really wants to be ridden hard. Every test rider wanted to say it was a white Honda, but it really had its own distinct feel—and it felt good.

◀ **In the pocket:** The power is decidedly low-to-mid with very little rev. It wasn't awesomely powerful, which forced the riders to work a little harder than normal to keep it directly in the sweet spot. The powerband is similar to a Suzuki, but with less punch.

"What I didn't like was the suspension setup [too soft], the gearing [too tall], the upshift to third [required the clutch] and the rims [dinged easily]. Most of those complaints are fixable, and when you change the springs, gearing and rims the KTM will be a better bike in the handling, suspension and reliability departments. Stiffer fork and shock springs will lessen the tendency of the front end to push in the turns and allow it to absorb straight-line hits better, while the lower gearing will make the rather mellow low- to midrange motor pull better from gear to gear. I'm more enthused about this KTM than any one in the past ten years. It's got potential."

Gary Jones: "Every racer wishes he had a fire-breathing motor, and unfortunately the KTM 250 isn't a rocketship. It produces a steady surge of power from off the bottom up into the midrange, but then it goes flat. It signs off. There is nothing wrong with that style of power; after all, that's what Suzuki and Yamaha motors do. The difference is that when a motor makes a specific type of power it has to be fairly awesome at what it does. The KTM 250 makes good low-end. It makes good midrange. But it doesn't make great power, and if you don't make great bottom or mid then you had better rev out. The power is there, but it will take a hop-up guy to port the cylinder and build a pipe to make the KTM 250 bark. It's smooth, but not fast.

"I like stiff suspension. The KTM 250 is the opposite of stiff."

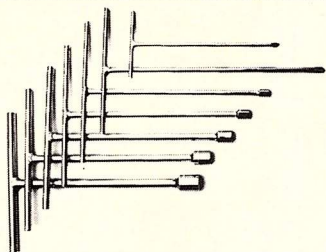
Alan Olson: "The most surprising thing about the 1990 KTM was that everybody liked it, even though they were complaining about the spring rates and the power. To me that says a lot about the potential of the bike. These guys ride every bike made and they are critical of even the best bikes, but normally if they don't like a bike they won't race it. All the testers wanted to race the KTM. It needs more horsepower—who doesn't?—and the stock suspension is too soft, for the fourth year in a row. Those problems need to be addressed, but I think that underneath the problem areas lies a really good bike, one that feels great, is super light, wants to handle even with the bad spring setup and has a good clutch and strong brakes.

"Will it ever be as fast as one of those 50hp National-winning Hondas? Sure, if it had the same amount of money, effort and aftermarket work put into it. Did I mention money?" •

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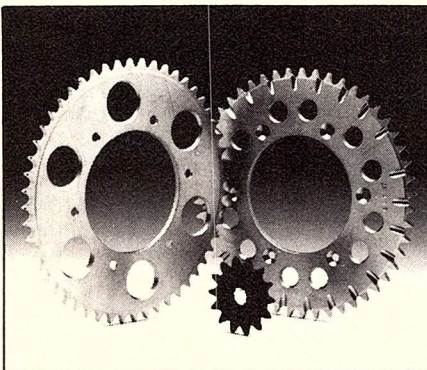
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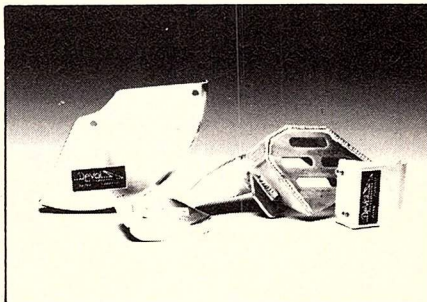
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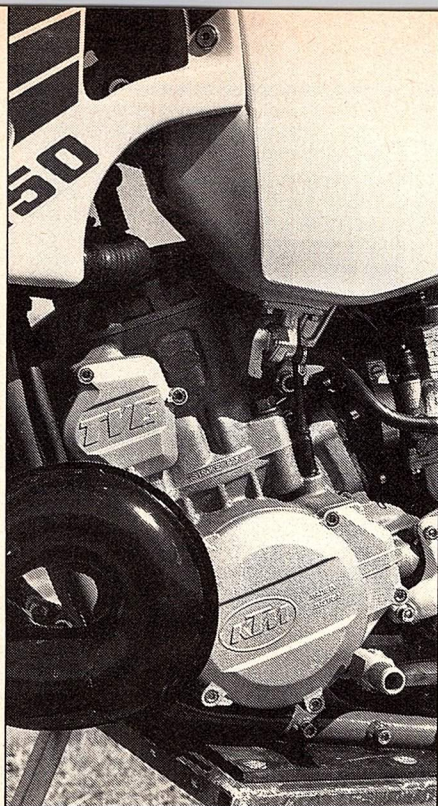
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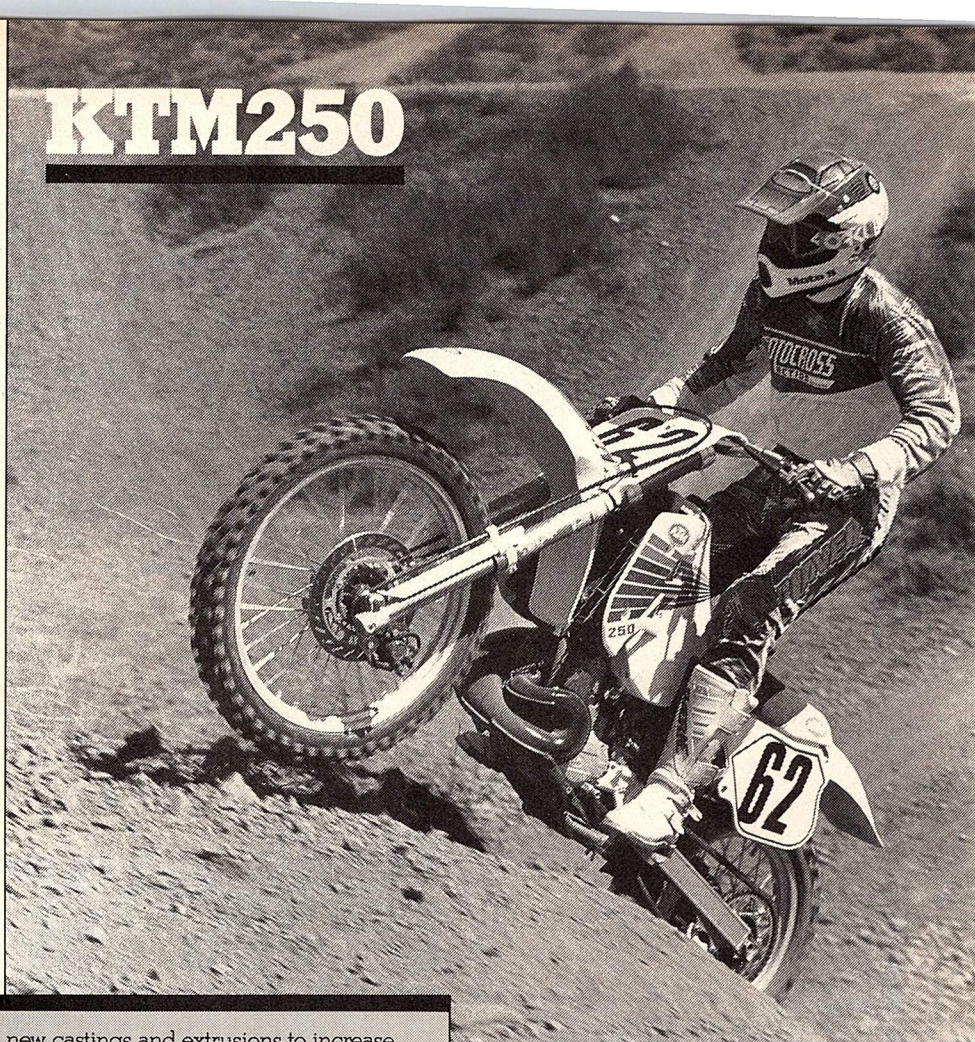
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Katoom vroom: Armed with a Keihin carb, twin power valves, gear-driven TVC mechanism, Nikasil liner and case-reed induction, the 1990 KTM 250 motor is totally new from the ground up. This is the same motor that Broc raced in this year's 250 GPs.

KTM250



TECHNICAL UPDATE

WHAT'S NEW ON THE KTM 250

- Totally redesigned motor has dual power valves that are adjustable and gear-driven.
- The kickstart lever has been moved from the left side of the motor to the right side, allowing more room for the clutch, ignition and drive components.
- White Power 4054 upside-down forks feature adjustable compression and rebound damping.
- Rear wheel is now 19-inch, rims are deep-drop Nordisks from Norway and they are shod with Dunlop tires.
- New chromoly frame has removable aluminum subframe. The swingarm uses

new castings and extrusions to increase strength.

- Two equal-size radiators are larger than last year's.
- Frame geometry has been completely revised with a 27.5-degree head angle, 122mm of trail, low seat height and shorter wheelbase.
- Claimed weight of the KTM 250 is 218.8 pounds.
- Larger airbox supplies more fuel for the Keihin carburetor.
- New two-tone seat is shaped to fit tightly against the redesigned gas tank, side panels and rear fender.
- Nuts are inserted into retainers so that a wrench isn't needed to hold them, but they can still be removed should they strip. •□

White flier: The three major changes we made during the testing of the KTM 250 were stiffer springs (front and rear) and lower gearing. At speed the KTM is stable, predictable and a good jumper. Once we got the spring rates dialed in we were able to hang it out.



Fork fix: Every MXA test rider, and Broc Glover, switched from the stock fork springs to the next stiffest .40-kilo coil. The new generation White forks have adjustable compression, adjustable rebound and extremely gaudy decals on the fork legs—in that order.

1990 KTM 250 TEST REPORT

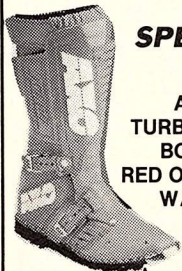
| ENGINE | | |
|----------------|----------------|---------------------------------------|
| Characteristic | Rating (0-100) | Comments |
| Horsepower | 80 | Mellow, no burst, torquey |
| Powerband | 85 | Low-to-mid, no top-end |
| Starting | 95 | Very easy, kickstarter hits footpeg |
| Shifting | 80 | Requires clutch or back-off |
| Clutch | 90 | Very good |
| CHASSIS | | |
| Cornering | 85 | Soft suspension causes front end push |
| Stability | 95 | Excellent |
| Forks | 85 | Adjustable damping, soft spring rate |
| Shock | 85 | Okay damping, soft shock spring |
| Brakes | 90 | Very strong, slightly grabby |

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THINGS THAT GO BOOM

HOW TO SELECT RACING GAS

Exploding the myth of high octane

By Dick Lechien

□ No subject is more controversial, rife with fallacy or clouded by old wives' tales than racing gas. In the course of any given day at the races, the *MXA* wrecking crew will be asked, told or lectured about what kind of fuel we should be running in our test bikes. Should a test bike engine blow up, the manufacturer will blame the catastrophe on our selection of gas, oil or hair styles (depending on which they like the least). We know Yamaha experts who want us to run regular in our YZs. Most hop-up guys insist that we use high-octane, \$4-a-gallon race gas in their carefully manicured engine kits. At the high-altitude Mammoth Mountain motocross half of the in-the-know guys are running low-octane regular (to compensate for the altitude), while the other half are running high-octane race gas (to compensate for the altitude). We know guys who hang out at the airport and swear by aviation fuel (better known as Av-gas). Fuel gurus will tell you that mixing unleaded premium with leaded regular will give you the secret potion (we confess to doing this mix-and-match routine ourselves). There are guys who believe that two-stroke engines must have leaded fuel (not true) and others who believe that they can get even better performance out of gasohol (not true). If you listen to all the verbiage about gasoline you wouldn't know who to believe. We are here to tell you the full skinny—you can believe us.

MOTOCROSS GASOLINE—THE FACTS

Your stock 1989 motocross bike will, under most circumstances, perform adequately on the highest-octane fuel your local gas station sells. Obviously, some care must be taken to try to get a consistent source of the same blend of gasoline from week to week, and that means you have to be wary of the fly-by-night and discount gasoline stations that procure their supplies from a variety of sources.

As a rule of thumb, buy your pump gas from the busiest brand-name gas station in your town. You want to go to a busy station because they order their fuel supplies more often and you will be getting fresher and better gasoline.

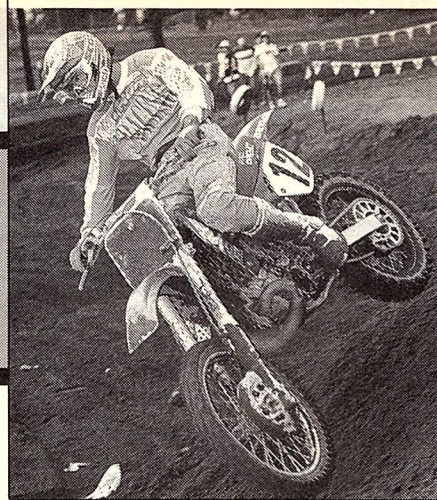
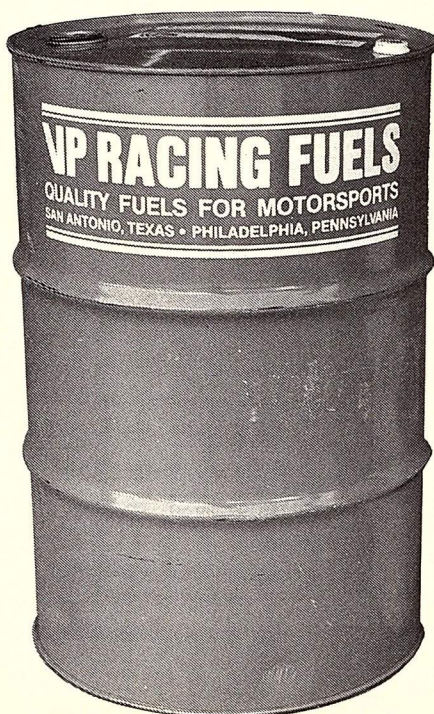
That is not to say that every engine will run perfectly on pump gasoline. After all, weather, altitude, state of tune, porting, pipe and jetting are all interactive vari-

ables. If you run pump gas you must be careful to jet your bike properly and listen closely for the telltale sound of detonation (pinging). Pinging is that raspy little rattle that your engine makes when you are trying to blast up a steep hill or rev it beyond its limits. If your engine pings you need to check your jetting or aim to get a higher-octane gasoline.

IS PUMP GAS ALL THE SAME?

Unfortunately, while pump gas does vary somewhat from station to station (although not too dramatically), it can be even more drastically different from region to region and season to season. Gasoline companies have winter and summer blends. The winter formulas have a faster burn rate (distillate curve) to allow cars to start easier in cold weather. Summer fuels burn slower to allow for cooler running in summer heat.

Pump gas is completely different for high- and low-altitude driving. The fuel you buy in Denver will differ from fuel in Miami. Many states are also putting a percentage of alcohol into their blends for pollution and energy-conservation reasons. Not all pump gas is created equal.



Fossil fuels: A performance motorcycle is fairly undemanding, as racing vehicles go. It doesn't require nitro, methanol or alcohol. In stock trim it will run perfectly on the same gas you run in your family station wagon, but some precautions have to be taken to get max performance.

WHAT ABOUT GASOHOL & ALCOHOL?

For our tastes we would recommend staying as far away as possible from gasohol. Gasohol can be run in a two-stroke motorcycle with no ill effects, but the dangers and troubles are much greater than when using a non-alcohol-enhanced fuel.

One of the biggest concerns about gasohol is that the alcohol has an affinity for water and draws it out of the atmosphere. The longer gasohol is exposed to the atmosphere the more water content it has, and water is impossible to jet for. Once the water content becomes significant the water, gasoline and two-stroke oil will separate (as will the money from your wallet when you have to rebuild your top end).

We repeat: Avoid gasohol if possible. If not, be sure to invest in a tester for water content, buy it fresh just before the race and store it in airtight metal cans.

FLYING: THE AV-GAS MESS

Lots of people run aviation fuel in their motorcycles, and sometimes they do it with success, but it isn't the smartest thing in the world to do. The distillate curve (burn rate) of Av-gas is designed to be run at high altitudes. On a motorcycle ridden below 10,000 feet, aviation gas will give plug read-



◀ Gas war: Your friendly local gas station can sell you pump gas for as little as one buck a gallon, but if you want guaranteed octane it comes in a 50-gallon drum. Racing fuels offer high octane, consistent quality and \$4-a-gallon prestige.

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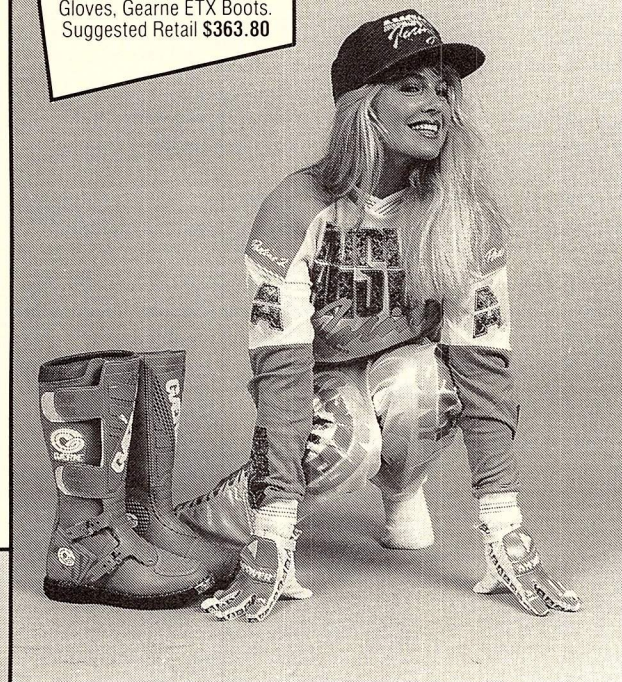
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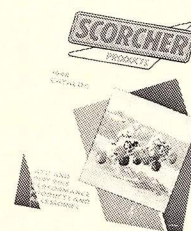
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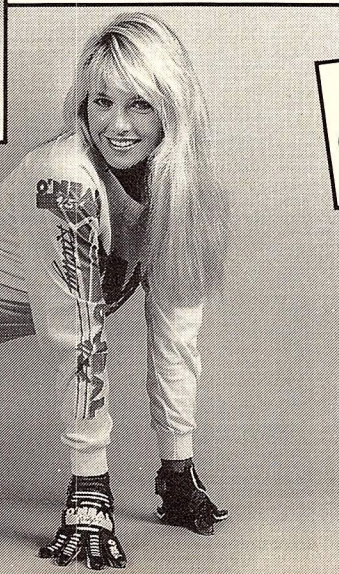
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RACING GAS

ings that look rich (even to expert plug readers), but, in fact, the engine will be lean. Av-gas was not blended, designed or intended for use in low-altitude two-strokes (regardless of how far you fly off the big jump). Using Av-gas just because it has a high octane rating is a mistake.

If you are currently using Av-gas successfully don't let us stop you, but if you are just thinking about using it—don't!

RACE GAS: COMMERCIALY AVAILABLE OCTANE

There are dozens of brands of race gas. Some of the brand names are very familiar to motocross riders (Trick, VP, Sports, Dae-co) and most of the professional racing teams depend on race gas for their bikes. That is an endorsement that many people would have trouble finding fault with—after all, if it's good enough for Rick Johnson it's good enough for you and me. One of the reasons Rick Johnson runs race gas in his Team Honda-prepped bikes is that race gas can be guaranteed fresh, it has consistent performance (Team Honda doesn't want to risk buying gas from some unknown gas station in Nebraska), quality control is better and the octane is guaranteed.

RULE OF THUMB

HOW TO CHOOSE YOUR PERSONAL OCTANE RATING

• As a rule of thumb we would say that no two-stroke motocross engine has need for any more than 102 octane, but how do you determine if your engine needs 102-octane or lower-octane gasoline?

LISTEN TO IT

The first test for octane is pinging. If you need more octane (assuming that your jetting is ballpark) your engine will ping. The pinging is caused by detonation, which is another word for pre-ignition, which means that the fuel is burning too fast. Low-octane fuel burns fast. High-octane fuel burns slower. Pinging means that you need a slower-burning fuel. If you can't hear it ping ask a friend to stand by the side of the track. Pinging is easily recognized by knowledgeable riders. Pinging can be solved on the spot by the addition of octane boosters or a switch to higher-octane fuel.

CRANK IT UP

An easy test to pre-select the type of octane your engine needs is to check its cranking pressure. If you hook up a pressure tester and crank the engine over you will get a reading in foot-pounds of how much crank pressure your engine develops. Engines that crank out less than 170 ft.-lbs. can normally be sufficiently fed with 94- to 97-octane gasoline.

Engines that have a cranking pressure in excess of 170 ft.-lbs. will need octane of at least 100. •



Genie in a bottle: If you race with pump gas you should carry a bottle of octane booster in your toolbox. You may never need it, but if your engine should start pinging because of bad gas or weird weather it can bail you out on the spot.

But many brands of race gas would be a waste of money for the average local racer. What works in Rick Johnson's bike (and for Rick Johnson's logistical demands) might be too expensive or even detrimental to your motocross bike. Don't get caught up in the "more is better" trap. Octane is both the friend and enemy of your bike.

KING OCTANE: IS IT REALLY ROYAL?

Does octane produce more horsepower? No! No more power is produced out of 114-octane gasoline than out of 95-octane gasoline (if your engine is tuned to accept 95 octane).

What does octane do? Lots of highly technical and chemical things, but from a layman's point of view octane determines the distillate rate or burn rate of the fuel. Low-octane gasoline burns more rapidly than higher-octane gasoline. The most important correlation about octane and racing is that you need to choose the proper octane for your motorcycle's state of tune. In its simplest equation a hop-up tuner can easily assume that the higher the compression ratio of the engine, the higher the octane demand. Mill the cylinder head to increase compression and your engine will more than likely ping on pump gas.

ISN'T MORE OCTANE BETTER?

No! While you can put 114-octane gasoline in an engine that only needs 95-octane gas it won't run any better, and, in fact, may run worse. Why? Because a two-stroke engine derives its performance from a series of related curves—ignition curve, port timing, tuned pipe length and gasoline burn rate. To get the maximum out of an engine, the fuel must be packed into the combustion chamber and burned within the time limit imposed on it by the port timing, rpm and ignition. Too high an octane fuel will burn too slowly to efficiently use all the fuel in the time allotted. If this is the case, your engine will run poorly (because unburned fuel will still be in the combustion chamber

when the exhaust port starts scavenging) and you will be forced to lean out the jetting to try to compensate for the amount of charge in the combustion chamber. Since engine potential depends on getting the maximum amount of fuel into the combustion chamber and burning every molecule in the allotted time, leaning out the charge will cost you horsepower. Running too high an octane fuel will cost you money (since high-octane fuel is more expensive) and it will cost you power.

The best octane rating for your engine is the minimum octane that eliminates detonation. Your owner's manual will tell you the amount of octane that the manufacturers tuned your stock motorcycle for (normally 92 octane), and if you haven't ported, milled, piped or advanced your engine's performance you should be able to live happily ever after with 92 octane (and no more than that). Twiddle with the power and you will need more octane.

WHAT'S THE SECRET?

You may be asking what the MXA wrecking crew runs in its bevy of engines. We run the highest-octane unleaded premium gasoline available. None of our test bikes get racing fuel or octane boosters unless they ping. Bikes that showed a tendency to ping in 1989 were the Yamaha YZ490 and Suzuki RM250.

Most tuners believe that heavily breathed-on 125s demand race fuel as a matter of necessity.


When faced with a highly tuned engine or a pinger we choose to solve our gasoline dilemma with one of four options:

Option one: We mix high-octane unleaded premium with low-octane regular gasoline at a 1:1 ratio. In numerous tests this magic mixture has been proven to raise the octane rating one to three points above the unleaded premium's rating. The addition of one gallon of regular can make one gallon of 92-octane unleaded into a 94-octane fuel.

Option two: We add three ounces of octane booster to each gallon of pump gas. This added dose of octane normally ends the pinging.

Option three: We buy two gallons of high-octane race gas (\$4 a gallon) and mix it with three gallons of unleaded premium. This race gas/pump gas blend raises the octane significantly.

Option four: We run 102-octane race gas. We do not buy race gas that has phenomenally high octane ratings (like 114 or above). Should 102-octane race gas fail to solve the performance flaws of a particular engine, then fuel was never the problem to begin with. Forget all the old wives' tales, rumors, lies and secret formulas. The smart racer is the one who runs a fuel that doesn't cost one cent more than it should or has one octane more than he needs! □



"You can be the fastest rider in the world, you just have to take it one step at a time."

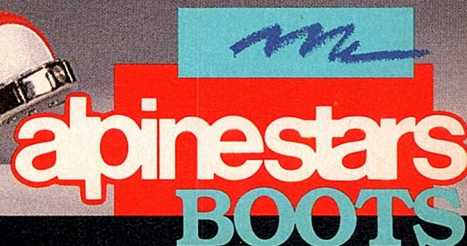
Rick knows first hand what it takes to be the best. Having won more national events than any other rider, He's reached a status unequalled. He also knows the first step begins with quality equipment like Alpinestars boots. The

Tech 4 represents the highest level of protection —It's no coincidence all the 1989

World Champions chose the Tech 4:

Trampas Parker,
125 — Jean Michel Bayle,
250 — and David Thorpe,
500.

We could go on, the point is, if you want to be the best, take the first step in Alpinestars boots.



alpinestars
BOOTS



HOLY

Wait'll you see what's going down in the 1990 KX lineup. We've spent the past season redesigning, lightening, strengthening and improving just about everything on every machine from the scrappy KX60 on up to the awesome KX500.

The 80 gets digital ignition and a new carb for increased power and a wider power band. And Total Valve Control on the front fork helps the mighty mini King of the Hill handle better than ever.

The 125 chills out with dual radiators and pumps up power with a new exhaust chamber and redesigned ports. A floating type clutch gives you a smoother feel. And get this. A completely new box section perimeter frame. First ever on a production motocrosser.

Result? More rigidity for better handling and a lower center of gravity. Up front, a 41mm upside down type fork with both compression and rebound damping adjustments.



KAW.

The new frame and fork have also been fitted to the KX250. Along with a slim line fuel tank, new rear fender, new seat and new engine shroud. Engine cooling capacity and power are both up as well.

Our big gun, the KX500, gets a higher compression ratio, a larger diameter flywheel and rotary shutter air box. We've beefed up the transmission, and added a stronger, harder suspension arm for more durability. Naturally, the upside down cartridge fork leads the way.

All of which adds up to the strongest, quickest, best handling KX's ever built. The answer to a motocrosser's prayers. And a true curse to the competition.

Kawasaki
Let the good times roll.

Always wear a helmet, eye protection and proper apparel. Never ride under the influence of drugs or alcohol. For closed-course competition use only. Adhere to the maintenance schedule in your owner's manual. Specifications and price subject to change without notice. Availability may be limited.



WHERE YOU LEARN TO EXPECT THE UNEXPECTED

Even the weather can't discourage the amateurs

By Mike Koger

□ Being a newcomer to the *MXA* staff, my visions of traveling across the country to new and exotic locations to cover motocross races seemed to be just that—a vision. The furthest I assumed I would be going was to the nearest 7-Eleven to fetch some snacks for my cohorts. But, at a recent dine-in at our local pizza joint, during one of Zap's and Todd's political debates came the unexpected question, "Hey, Mike, are you ready for Ponca?" Thinking this was just another one of their practical jokes, I answered sarcastically, "Sure, and maybe next month Paris!" After a few minutes of this discussion, I realized it was true: I was going to Ponca City.

As a former minicycle toddler, I, along with every other motocross racer, had dreamed of trucking cross-country to Oklahoma to race one of motocross's largest amateur events, the Ponca City Nationals. I had dreams of winning my class of 300 riders and taking home my own well-deserved six-foot-high trophy.

As the days wore on, my early excitement turned into mixed emotions as I began hearing more and more horror stories regarding past trips to Ponca City. Zap would tell me how the days seemed to drag on, Todd (my traveling companion) constantly reminded me of how hot and humid the weather is and Jody enlightened me with comical yet frightening stories about editors' experiences and how some had gotten lost and of the few who even failed to reach Oklahoma.

THE MOST MEMORABLE PLANE FLIGHT

Well, at least step one of our journey was accomplished—we both had managed to make our flight. Though I hadn't known Todd that long, I was well aware of his faulty sense of timing and was relieved to find that he had beaten me to the airport. Once on the plane, Todd showed a side that I had not seen before. Maybe it was excitement over this trip or having just left his girlfriend; whatever it was, he was getting on my nerves. As the plane reached its cruising altitude Todd's boisterousness



Dueling for position: Team Green Pro riders Ryan Hughes (120) and Jeff Emig (47) battled throughout the week, with Emig holding on to take the wins and Hughes falling back with bike problems and high-speed get-offs. Hughes did manage to take a fifth in the 250 Modified class.

Yamahopper: Team Yamaha's 125 and 250 Pro rider, Phil Lawrence (19), put in many fine motos throughout the week, but unfortunate mishaps and unpredictable spills left him with only one top finish, which came in the 250 stock class. ►



PONCA CITY



Parting of the sea: Heavy rains and poor track conditions made for an interesting first moto. Many of the riders who are from the western states, especially California, found the swamps to be untameable.

spilled over. He went straight to the front of the plane, grabbed the PA mike from the stewardess and began explaining to a captive audience that he was the aerobic instructor and that for the next half-hour we would be involved in an intense workout session. Let me just say, this was the mid-night red-eye flight and I don't think that the passengers were too amused.

ARE WE HAVING FUN YET?

After a two-hour layover in Las Vegas and a half-hour in Colorado Springs, we finally landed in Wichita, Kansas, at dawn. Here we were met by our contacts and driven the last two-hour leg of the trip to our hotel in

Clean sweep: Team Green rider Jeff Emig gave one of his best performances yet at Ponca City, taking home three Championships in the 125 and 250 Pro classes. Rumors have it that he may be joining Team Kawasaki for 1990. ►

FOREIGNERS TRY THEIR LUCK

THE JAPANESE TEAM

• For the past few years, more and more Japanese riders have come to the U.S. in hopes of finding out what the secret to motocross really is. They have tried their luck in the Supercrosses, but few have ventured over to compete in the amateur events. Last year's Ponca City race played host to the first-ever Japanese team. The team consisted of only two riders, yet they were competitive enough to each bring home a trophy. After having a successful first attempt, the same riders were once again present at this year's race.

This year the team had managed to save enough money to send over not only the two riders from the previous year, but three more plus their families. A major factor in the success of their trip was due to Al Holley. It seems that when Al was over in Tokyo with his son Jim, they met up with the Serizawa family and Jim had taught their sons a few things about racing. So, when they called him up and wanted to set up a deal where they could fly out and have him somehow get the bikes up to Ponca and work out all the details, he graciously obliged.

"They could not believe that I was going to transport the bikes and stay up here and work on them for the whole week," said Holley. "I figured that since Jim was out of the country racing, and that I really didn't have anything else to do, I would try it; heck, I've never even been here before, so it's an experience for all of us."

LONG-DISTANCE SPONSORS

In an attempt to lower the overall expenses, the Japanese team sought a motor-



Foreign affair: Since their riders did so well last year, the Japanese team decided to bring along three more in addition to their family members. Al Holley and Mr. Matsu were responsible for their successful mission.

cycle manufacturer that would lend them the bikes and parts to race. They didn't have too much trouble finding willing sponsors, as Kawasaki, Suzuki, Yamaha and Dunlop all pitched in in an attempt to make the trip a little easier.

"It is so exciting to see how everyone is treating them," said Holley. "Some of the American kids try every way possible to communicate with them. One of the Japanese boys, Naoki, celebrated his 12th birthday yesterday and a few of the American kids came over and brought him a cake and sang *Happy Birthday* to him.

"These kids are good riders but they do have a few things to learn about American racing. A funny thing happened when an American boy and a Japanese boy came into a turn together and sort of banged bars. The Japanese boy wasn't quite sure what to do so he let him go by. I think they are a little too polite; they have to learn to be more aggressive. It's funny because when you think of the Japanese, you think

of *banzai* attacks and you expect them to go all-out on the track."

Naoki Serizawa, one of the riders who competed last year, finished the week with a fourth in the 80 Novice class and a fifth in the 105 class. He said that the track was much wider and longer than the tracks in Japan and found them to be very interesting: "In Japan the tracks are smaller and tighter with larger jumps." Since Naoki started riding at the age of six, he has won many Japanese races and plans on becoming the Rick Johnson of Japan.

Racing is not the only thing the Japanese visitors will be doing. They plan to fly to Los Angeles for a few days of sightseeing. "I do want to see Disneyland, Universal Studios and all the other special places in Los Angeles, but I wish I could go riding," says Naoki.

Though the Japanese team didn't win all their races, it didn't matter; this was one experience they would not trade for all the yen in Japan. •





PONCA CITY

MUD SLINGING

Being from California, I was unprepared for the Oklahoma-style rainstorm that evening. It was like a laser light show at a rock concert. Lightning and thunder raged continuously for three hours. The next morning saw the result. The track was knee-deep in mud and the puddles of water were large enough to swallow the peewee riders. To the dismay of myself and the parents and riders, the track was not cleaned up. In an-

WHO IS THIS GUY?

JASON EDWARDS



• **MXA:** *It looks like you had a successful week. Who was your toughest competition in the 125 Novice?*

JASON: Everyone was a factor, because anything can happen, but Billy Felts and Sean Pagel were riding very well and I felt fortunate to beat them.

MXA: *Speaking of trouble, how did you do in the mud?*

JASON: I won the moto in which it was the worst.

MXA: *Was the mud a large factor, or are you used to it?*

JASON: I don't ride in the mud that often, but it definitely changes things. It slows down the riders who are the top runners on natural terrain courses, and when it rains and gets to where it is this muddy, anything can happen, so it kind of gives everyone throughout the class a better chance.

MXA: *So, after top finishes in three of the four classes you were racing, do you have plans of moving up to the Intermediate class?*

JASON: Yes, this was my last race in the Novice class. From now on I will be riding the B class, which is considered the Intermediate class, and from then on I will be riding the Intermediate class. •



Ariba, ariba: Pedro Gonzalez, one of Mexico's top 125 riders, was seen at the front of the pack in many of the Pro motos and used his speed along with his consistent finishes to pick up a third-place overall in the 250 Stock class.

◀ **Mud couldn't hurt:** Grayson Goodman was in high gear in the Pro classes throughout the week but was cursed with unfortunate mishaps and unpredicted get-offs. The Team Yamaha rider was able to salvage two top-ten finishes despite his troubles.

Ponca where we hoped for some much-needed sleep. But it was not to be; we couldn't check into our room until the afternoon. With nowhere else to go, it was off to the track to begin our day. For the duration of the day, Todd and I slowly walked the track, shot a few rolls of film, talked with people and managed to sneak a few winks of sleep here and there. We finally arrived back at our hotel about 6:30 p.m., checked into our room and fell asleep until 9:00 the next morning. Since everyone was already at the track and we had no means of transportation, we were now faced with a three-mile jaunt. I had been so excited about this trip! Why?

JUST ANOTHER ROUTINE DAY AT THE TRACK

After draining the Exceed liquid tank of its contents in a desperate attempt to cure our cotton mouths, it was time to get down and dirty. The plan of attack was to photograph as many riders and motos as possible, talk with the week's hottest riders and hopefully get in a photo session with former Ponca City National winner, Team Yamaha's Damon Bradshaw. The day went as scheduled, with the racing proving to be just as hot as the weather. There were many heated battles as riders did their best to impress the factory execs on hand who had come to Ponca City scouting for future motocross stars.

After a hard day at the track, Todd and I decided to go out to dinner with Bevo, Bob Hannah and Boyesen's John Driscoll. Since the weather stations were calling for a stormy night, we ate at the airport where Bob decided to hangar his plane. As we ordered dinner, he explained that we would play some sort of number game to decide who would pay. Though I had only about \$20 with me, I decided I would take a chance on a free meal. Sure enough, Bob ended up having to pay the \$65 bill. Thanks, Bob.

PONCA CITY

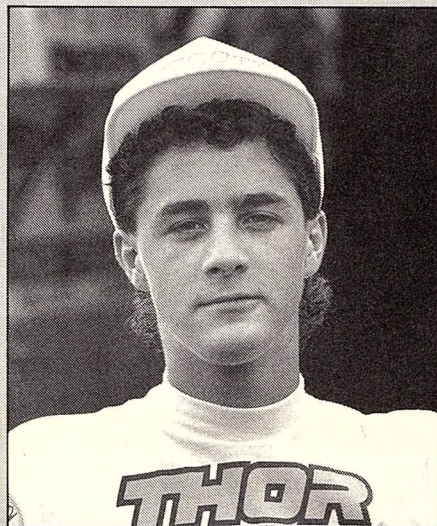
travel plans to Ponca will depend on your overall finish (only the top ten in each class of each region will be eligible). Since the races are based on points, the more races you compete in, the better your chances to finish in the top of your class.

WHY PONCA CITY?

Besides being a central location for just about any rider in the U.S., Ponca City has grown into a traditional once-a-year gathering of all the top young riders. Therefore, factory representatives are looking to recruit their future stars. So, a top finish at Ponca can result in extra support for next year's competition and maybe even a facto-

ENDURANCE IS THE KEY

JEFF EMIG



• **MXA:** Jeff, you rode four Pro classes and a lot of motos. You never looked tired. What's the secret?

JEFF: Endurance! I've been doing a lot of long-distance running and cycling and also riding my motorcycle in order to improve my stamina.

MXA: I heard that you had moved to California. Have you been training with Jeff Matiasevich or any other Team Kawasaki members?

JEFF: No, I'm on Team Green and they are on Team Kawasaki. I like to follow my own training tactics and don't particularly want to follow what they do.

MXA: Have you talked with Kawasaki about next year?

JEFF: No, not yet. Probably after this week I will be meeting with them, but now I really can't say what my plans are for next year.

MXA: Congratulations; any last words?

JEFF: Thanks. I'd like to thank all my sponsors, my parents and my sister for the support they have given me throughout the year. •

Bradshaw, part two: Zach Bradshaw is off to a good start for what seems to be a promising and triumphant career in motocross. Having a brother who is a top professional to practice with can't hurt, either. Zach left Ponca with three top-five finishes in the 80 and 105 9-11 classes.

other questionable decision, the pros were rescheduled from the fifth race to the first, probably in an attempt to groom the track for the less-skilled riders. Todd's and my job was not much easier than the riders' as we had to wade through the mud in order to catch the best overall action. My smart choice of all-white casualwear became the target for every mudball flung into the air. The change of weather and difficult track conditions set the stage to prove who the best overall riders were.

AUF WIEDERSEHEN UNTIL NEXT YEAR

As the last race was run, the pit crowd dissipated. Many of the week's contenders went on to the Loretta Lynn AMA National in Tennessee. Compared with last year's race, the week in Oklahoma proved to be a

successful one, though entry numbers were somewhat lower. There were only a few injuries, and no major protests—bizarre parental behavior was minimal. Reading the faces all around during the week, I can report that Ponca City did deliver its famed high-level, festive excitement.

SO, HOW DO YOU GET TO RACE AT PONCA?

First off, you must have a current NMA (National Motorsports Association) license in order to be eligible to race in their sanctioned events. Next, there is an assortment of qualifiers that are spread throughout the country in regional classifications (there are 25 regions). Though it is not required for you to race in every one of your regional qualifiers, it would be wise to, as your

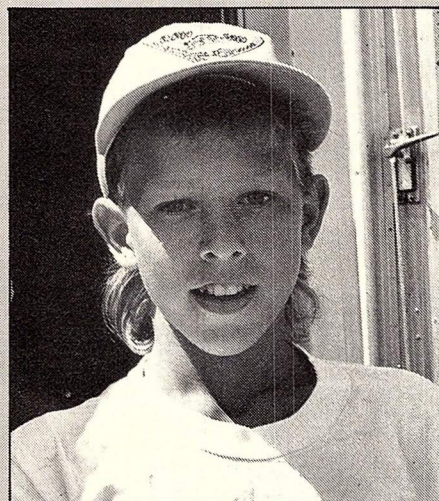
ry ride down the road. Former Ponca City winners who have gone on to become factory stars include Jeff Ward, Ron Lechien, George Holland, Erik Kehoe and the most recent, Damon Bradshaw.

WHAT HAPPENED DURING THE WEEK AT PONCA?

After the initial rain the weather was tame throughout the week. It was hot and humid,

MAYBE NEXT YEAR

JEFF DEMENT



• **MXA:** You looked impressively smooth this week. How did it go in the 80 Experts?

JEFF: It started off pretty rough. In my first moto I fell twice and was able to work my way up to fifth. Then I had a three-moto winning streak where I won the modified class after Joel Albrecht had been pressuring me. Then I won the next two motos with Tommy Clowers riding a good race for second. Then came my downfall!

MXA: Tell us about it.

JEFF: Well, I came into a turn and my front end washed out and I went to the ground. As I was trying to get onto the bike, Joel came out of the turn and ran right over me, which resulted in my broken wrist.

MXA: How long do you expect to be out?

JEFF: The doctor said probably six to eight weeks, but you never know. I have been training hard throughout the year, swimming, running and cycling, so that should help speed up my recovery period.

MXA: Do you want to make a career out of racing motocross?

JEFF: That's basically what it is now, but yes, I do want to continue on and hopefully become a professional rider. But I won't sacrifice my education to do it. I hold up a 90 percent average in school and I intend to maintain that at least through high school! •



Who is this guy?: Kawasaki 60 and 80 class rider Jason Blake was an impressive young rider who decided to make a name for himself and took home four trophies; he left Kawasaki with an everlasting impression.



Frowns of fortune: Team Green's Pro rider, Jeremy McGrath, was faced with many unexpected disappointments throughout the week. After the third day of racing, Jeremy was forced to have parts air-mailed in a desperate attempt to collect some wins.

but a slight breeze kept the temperature down. The final day's races were again run on wet stuff due to a short rain during the night.

Texan Jeff Dement, who had been riding very well throughout the beginning of the week, fell victim to injuries as he was involved in a crash with fellow 80 Expert rider Joel Albrecht. The crash left Dement with a broken wrist, but Joel was unhurt.

Another victim of bad luck was 125 and 250 Pro rider Jeremy McGrath. McGrath

experienced many unfortunate mechanical problems including a blown crank seal, a blown transmission, a chain that completely exploded and a broken KIPS valve gear.

Former minicycle champion Buddy Antunez had a strong week, finishing second to Jeff Emig in just about every 125 Pro race. The Suzuki R&D rider looks to have made a successful move into the big-bike class.

A team of Japanese riders came to the Ponca City race in hopes of taking home a few trophies. One of the riders, Naoki Serizawa, finished in the top ten in three of the four classes that he raced.

In the 80cc Expert class, Tommy Clowers and Joel Albrecht put in good rides in one of their last efforts on the minicycles. The

THE FLYIN' FLORIDIAN

RICKY CARMICHAEL



• **MXA:** You seemed to be in every moto that the little guys ran. How many races did you actually race?

RICKY: I was signed up to race four classes, but I was protested in the 80 class since I used a bucket under one foot to start. We had permission, but since it is written in the rule book that you can't use one, some of the parents complained, and we sat out those races.

MXA: How did you do in the 60 class?

RICKY: In the stock class, I got a second, and I came into the modified class with one point, but on the second-to-last lap in the final my chain broke so my overall finish was way down.

MXA: Are you satisfied with the way you rode this week or do you think you should have done better?

RICKY: Yeah, I think I rode pretty well, but I know that I should have had better finishes. It was just some bad luck and hopefully in the future I will have some of that better luck! •

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"The rougher the GP track, the more I
appreciate my Race Tech Suspension."
Rodney Smith, Team Suzuki

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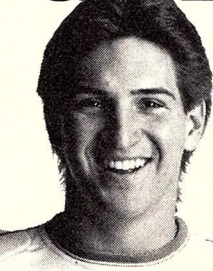
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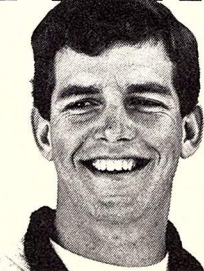
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PONCA CITY



Lending a helping hand: When Pro-Circuit heard that Team Honda would be absent from Ponca City, they immediately purchased thousands of dollars worth of Honda parts in order to accommodate all the Honda riders.

two Team Green riders will be moving to the 125 Intermediate class.

Kawasaki and Yamaha had their pre-production 1990 motorcycles on display with Jeff Ward and Damon Bradshaw present to sign autographs and provide the crowd with a few demonstration laps. With the help of the NMA, Ponca City, the manufacturers and all the parents and family members, this year's National proved that Amateur racing is still growing. □

RESULTS: GRAND NATIONAL CHAMPIONSHIPS Ponca City, OK

80 STOCK EXPERT 12+

1. Ezra Lusk Kaw
2. Jeff Dement Kaw
3. Tommy Clowers Kaw
4. Joel Albrecht Kaw
5. Craig Decker Suz

80 MODIFIED EXPERT 12+

1. Tommy Clowers Kaw
2. Joel Albrecht Kaw
3. Kevin Bloxom Kaw
4. Steve Olson Hon
5. Haydon Richards Kaw

SUPER MINI12+

1. Tommy Clowers Kaw
2. Ezra Lusk Kaw
3. Joel Albrecht Kaw
4. Steve Olson Hon
5. Kevin Bloxom Kaw

125 STOCK PRO

1. Tallon Vohland Kaw
2. Buddy Antunez Suz
3. Mike Brown Kaw
4. Jeff Emig Kaw
5. Roy Schellenberger Kaw

125 MODIFIED PRO

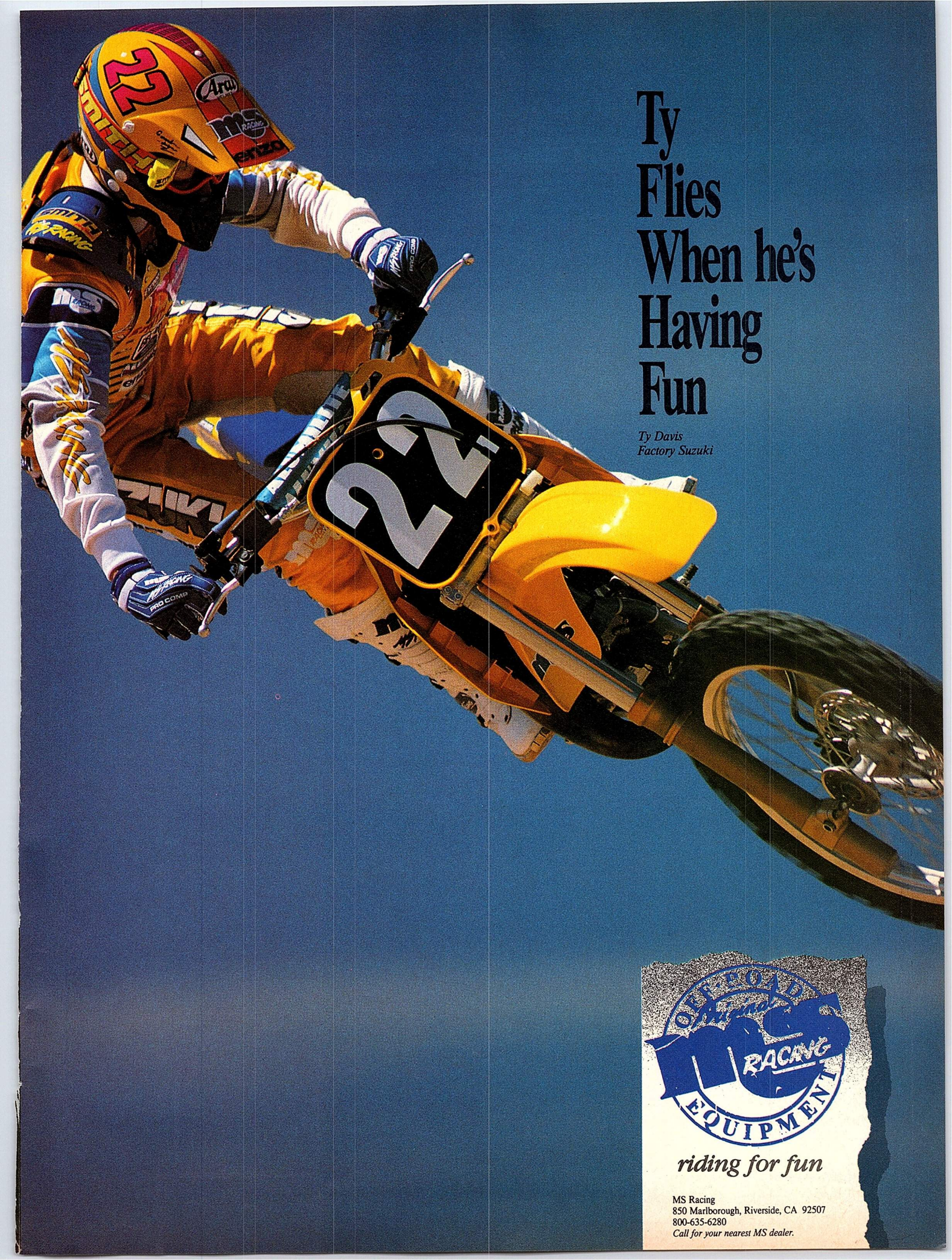
1. Jeff Emig Kaw
2. Buddy Antunez Suz
3. Terry Tinney Kaw
4. Jeremy McGrath Kaw
5. Ray Crumb Kaw

250 STOCK PRO

1. Jeff Emig Kaw
2. Tallon Vohland Kaw
3. Pedro Gonzalez Hon
4. Phil Lawrence Yam
5. Roy Schellenberger Kaw

250 MODIFIED PRO

1. Jeff Emig Kaw
2. Mike Brown Kaw
3. Mike Stahlman Yam
4. Tallon Vohland Kaw
5. Ryan Hughes Kaw

A full-page photograph of a motorcycle racer, Ty Davis, in mid-air. He is wearing a yellow and orange racing suit with white accents, blue gloves, and a yellow helmet with the number 22. The motorcycle is yellow and black, also featuring the number 22 on the front fairing. The background is a clear blue sky.

Ty Flies When he's Having Fun

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|--------------------------|---------|
| KX 80 (1981-89) | \$ 8.75 |
| KX 125 (1980-87) | 9.95 |
| KX 125/250/500 (1988-89) | 7.95 |
| KX 250 (1980-87) | 10.95 |

CLUTCH

| | |
|--------------------------|------|
| KX 80 (1981-89) | 8.25 |
| KX 125/250/500 (1980-89) | 9.95 |

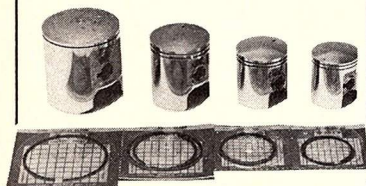
FRONT BRAKE CABLE/HOSE

| | |
|--------------------------|-------|
| KX 80 (1981-83) | 8.95 |
| KX 80 (1984-89) | 63.85 |
| KX 125/250/420 (1980-81) | 12.60 |
| KX 125/250/500 (1982-87) | 58.75 |
| KX 125/250/500 (1988-89) | 44.90 |

REAR BRAKE CABLE/HOSE

| | |
|--------------------------|-------|
| KX 80 (1981-87) | 6.95 |
| KX 80 (1988-89) | 18.95 |
| KX 125 (1980-85) | 6.95 |
| KX 125/250/500 (1986-89) | 26.85 |
| KX 250/420/500 (1980-85) | 7.95 |

PISTONS-RINGS



GENUINE KAWASAKI PISTONS

| | |
|----------------------|---------|
| KX 80 (1981-89) | \$16.95 |
| KX 125 (1980-85) | 27.75 |
| KX 125 (1986-88) | 32.95 |
| KX 125 (1989) | 41.95 |
| KX 250 (1980-89) | 34.95 |
| KX 420/500 (1980-89) | 39.85 |

GENUINE KAWASAKI RINGS

| | |
|----------------------|-------|
| KX 80/125 (1980-89) | 12.95 |
| KX 250/420 (1980-89) | 14.75 |
| KX 500 (1983-87) | 9.30 |
| KX 500 (1988-89) | 16.80 |

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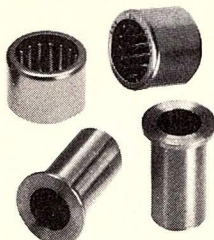
MORE FLOW = MORE POWER

| | |
|--------------------------------|---------|
| KX 80 (1983-89) | \$15.95 |
| KX 125/250/420 (1978-83) | 14.95 |
| KX 125/250/500 (1984-89) | 17.95 |
| BEL-RAY FOAM AIR FILTER OIL | 2.95 |



| | |
|--------------------------|---------|
| KX 80 (1980-89) | \$15.95 |
| KX 125 (1982-89) | 22.95 |
| KX 250 (1982-89) | 27.95 |
| KX 400/420/500 (1980-85) | 22.95 |
| KX 500 (1986-89) | 27.95 |

SWING ARM BEARING AND SPACER KIT

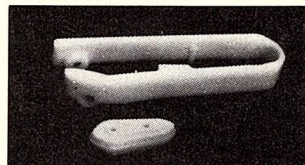


Consists of two GENUINE KAWASAKI
swing arm bearings and two spacers.
KX 80 (1981-89) \$17.95
KX 125/250 (1980-89) 19.95
KX 420/500 (1980-89) 21.95

CHAIN BUFFER SET

Set consists of swing arm buffer and
lower chain guide buffer. The design
may vary from the picture, depending
on yr. & model.

| | |
|--------------------------|---------|
| KX 80 (1981-85) | \$18.75 |
| KX 80 (1986-89) | 39.95 |
| KX 125/250/500 (1980-83) | 18.95 |
| KX 125/250/500 (1984-87) | 23.95 |
| KX 125/250/500 (1988-89) | 28.65 |



OURY GRIPS

ORIGINAL. In our opinion, the best
grips made. RED, BLUE, BLACK, YEL-
LOW, "HOT PINK," GREEN . . \$6.95 pr.

CYLINDERS GENUINE KAWASAKI

| | |
|-------------------|--------|
| KX 80 (1980-89) | 139.99 |
| KX 125 (1982-85) | 142.95 |
| KX 125 (1986-88) | 195.25 |
| KX 125 (1989) | 146.95 |
| KX 250 (1980-85) | 225.10 |
| KX 250 (1986-87) | 254.95 |
| KX 250/500 (1988) | 322.95 |
| KX 250/500 (1989) | 243.95 |

FENDERS

ORIGINAL . . . TEAM KAWASAKI.
Fit perfectly for each yr. & model. NO
DRILLING HOLES - BOLTS RIGHT ON.

FRONT

| | |
|--------------------------|---------|
| KX 80 (1981-89) | \$18.60 |
| KX 125/250/500 (1980-83) | 19.30 |
| KX 125 (1984-85) | 43.70 |
| KX 125 (1986-89) | 19.30 |
| KX 250/500 (1984-86) | 43.70 |
| KX 250/500 (1987-89) | 19.30 |

REAR

| | |
|--------------------------|-------|
| KX 80 (1980-89) | 17.95 |
| KX 125/250/500 (1985-87) | 21.50 |
| KX 125/250/500 (1988-89) | 15.95 |

KAWASAKI Clutch Plates

FIBER DRIVE

| | |
|--------------------------|------------|
| KX 80 (1981-87) | \$5.10 ea. |
| KX 80 (1988-89) | 6.55 ea. |
| KX 125 (1980-87) | 6.55 ea. |
| KX 125 (1988) | 7.45 ea. |
| KX 125 (1989) | 4.70 ea. |
| KX 250/420/500 (1980-83) | 5.10 ea. |
| KX 250/500 (1984-89) | 7.40 ea. |

WRIST PIN - WRIST PIN BEARING

WRIST PIN

| | |
|--------------------------|------|
| KX 80 (1979-89) | 4.60 |
| KX 125/250/500 (1974-89) | 5.40 |

WRIST PIN BEARING

| | |
|--------------------------|------|
| KX 80 (1979-89) | 5.25 |
| KX 125/250/500 (1974-89) | 5.95 |

BRAKE SHOES/PADS

Genuine KAWASAKI

FRONT

| | |
|--------------------------|-------------|
| KX 80 (1981-83) | \$ 8.30 pr. |
| KX 80 (1984-87) | 31.70 set |
| KX 80 (1988-89) | 19.95 set |
| KX 125/250/420 (1980-81) | 12.95 pr. |
| KX 125/250/500 (1982-86) | 31.75 set |
| KX 125/250/500 (1987-88) | 19.95 set |
| KX 125/250/500 (1989) | 33.30 set |

REAR

| | |
|--------------------------|-----------|
| KX 80 (1981-87) | 8.95 pr. |
| KX 80 (1988-89) | 32.70 set |
| KX 125/250/500 (1980-85) | 12.95 pr. |
| KX 125/250/500 (1986) | 31.50 set |
| KX 125/250/500 (1987-88) | 19.95 set |
| KX 125/250/500 (1989) | 33.30 set |

CRANK MAIN BEARING AND SEAL KIT



GENUINE KAWASAKI FACTORY PARTS.

Consists of two main bearings and
two crank seals.

| | |
|--------------------------|---------|
| KX 80 (1980-89) | \$20.25 |
| KX 125 (1980-89) | 24.75 |
| KX 250/420/500 (1980-89) | 33.95 |

EBC

BRAKE PADS

| | |
|-------------------|-------------|
| KX 80/125/250/500 | \$21.95 set |
|-------------------|-------------|

indicate front or rear

SPROCKETS



BLACK LIGHTNING

RACING SPROCKETS for serious off
road competition.

FRONT SPROCKET. Made from
top grade steel, case hardened, over
60 Rockwell.

| | |
|-------------------------|---------|
| KX 80/125/250 (1979-89) | \$10.95 |
| KX 420/500 (1980-89) | 11.95 |

REAR SPROCKET

MAC. Hardened alloy, light wt. bullet
proof, wears twice as long as any
sprocket on the market today.

| | |
|--------------------------|---------|
| KX 80 (1980-89) | \$30.95 |
| KX 125/250/500 (1980-89) | 32.95 |

"NEW GROOVE"

WORLD'S BEST GROOVED

"SELF CLEANING"

REAR SPROCKET.

| | |
|-----------------------------|-------|
| KX 80/125/250/500 (1980-89) | 35.95 |
|-----------------------------|-------|

CHAIN

D.I.D. HI-SPEED CHAIN.

Pre-stressed, special heat treated for
hardness.

| | |
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| KX 80 (all yrs.) | 22.95 |
|------------------|-------|

DIAMOND CHAIN. As hard as its
name, the chain used by the riders de-
manding the best.

| | |
|--------------------------|-------|
| KX 125/250/500 (1980-89) | 36.95 |
|--------------------------|-------|



Complete piston set.

Piston, Rings & Circlips

| | |
|------------------|---------|
| KX 80 (all yrs) | \$42.95 |
| KX 125 (all yrs) | 51.95 |
| KX 250 (all yrs) | 59.95 |
| KZ 500 (all yrs) | 69.95 |

MAC TOP END GASKET KIT

HEAD, BASE & REED GASKET

| | |
|----------------------|---------|
| KX 80/125 (1981-89) | \$ 6.95 |
| KX 250/420 (1980-86) | 10.50 |
| KX 250 (1987-89) | 8.50 |
| KX 500 (1983-85) | 11.40 |
| KX 500 (1986) | 16.45 |
| KX 500 (1987-89) | 10.95 |

CRANK REBUILD KIT



Consists of GENUINE KAWASAKI
factory parts. ROD, LOWER ROD
BEARING, CRANK PIN, and TWO
THRUST WASHERS.

| | |
|----------------------|---------|
| KX 80 (1981-89) | \$43.95 |
| KX 125 (1980-87) | 66.80 |
| KX 125/500 (1988-89) | 50.40 |
| KX 250/420 (1980-84) | 80.95 |
| KX 250 (1985-89) | 47.95 |
| KX 500 (1983-87) | 88.50 |

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Trampas who?

First American ever, 1989



125cc WORLD MOTOCROSS CHAMPION,

"Who is *Trampas Parker* and why is he doing all these terrible things to us?" These were the words of a horde of world class racers as **KTM**-mounted Parker put it on a field of international riders at the first 125 cc **championship round in Italy**.

Maybe it was a fluke. Maybe that blisteringly fast **KTM** just had one of those days when it ran perfect and everything else ran like a moped on kerosene.

Then, out of the blue, it happened again. Parker won another 125 World Championship round in convincing style, this one in **Belgium**.

This caused a flurry of activity in the pits. All of the other racers started checking their gas tanks for kerosene, and their mechanics started hanging around the **KTM** pits to see what sort of secret weapon young *Trampas Parker* was riding.

His secret weapon was a stock **KTM 125**, just like the one you can buy off the showroom floor. In typical laid-back Louisiana style, Trampas noted: "Oh, I tried all kinds of trick stuff, but I keep coming back to a stock engine. It's got

great punch down low and nothing out there beats it from corner to corner."

By mid-season, it became more than apparent that both bike and rider were not flukes. Parker won three more times, strongly backed up by two more American teamsters, *Mike Healy* and *Bobby Moore*, also astride **KTM**s.

Win followed win; in **Germany**, Trampas took the gold. In **Czechoslovakia**, the lightning-quick **KTM 125** dominated... then Parker backed it up with yet another win in **England**.

The sight of **KTM**s running 1 - 2 - 3 became quite common on the demanding circuits of Europe. And the smell of burning midnight oil in the competing camps became the norm, as they frantically searched for more horsepower and better handling.

What makes the **KTM**s winners?

They're designed by engineers who understand racing. **KTM**s use quality components, like forged pistons and ultra-strong high-tech chrome-moly tubing. Did you know that most motocross bikes use cheap cast pistons? When

you start with the best materials, you can reliably extract more out of them.

Exacting tolerances, thoughtful engineering, correct power and balanced handling are the foundation of the new **KTM**s. When you put a rider at the controls of a package like this, wonderful things happen.

Like winning.

If you're a Novice, you can start chasing Intermediates. If you're an Intermediate, you might think about giving the Experts a run for the money. And if you're an Expert, the man you'll have to chase for the money will be *Trampas Parker*.

No one knows if you'll have what it takes to be a world champion. But there's one thing we do know: the kind of machine you'll need.

A **KTM 125**;





TENNESSEE VACATION

VOLUNTEER STATE MOTOCROSS CHAMPIONSHIP

This isn't a jet ski race?

By Todd Smith

□ "Hey, this is a motocross race, ya know, motorcycles in the dirt. I think the jet ski races are going on at the lake down the road," said the gate attendant at the entrance to Muddy Creek Raceway.

"Are you sure there isn't any jet skiing going on here? Is there a pond or a creek or something we can put these skis in? We're dying to do some jet skiing. You'd figure with a name like 'Muddy Creek' there'd be some kind of water around," replied the driver of the jacked-up Ford 4x4 towing a trailer full of Jet Skis.

"Nope, there's no place to ride one of those around here. I'm tellin' ya, try down the road." The gate attendant was adamant about the type of activity going on behind the fences at Muddy Creek.

"Well, maybe I'll try some motorcycle riding today instead. I seem to do pretty well on those things," said the driver with a wry smile.

The driver, unknown to the gate attendant, was the current leader of the 125 National Championship series, Damon Bradshaw. Damon had driven up from his home in Charlotte, North Carolina, the day before to do a morning autograph session at an area dealer, followed by an afternoon session of jet skiing. It was a chance for Damon to enjoy a bit of leisure activity during the five-week break from the National wars.



Gotta stay off the ground: Jay Mann is a young speedster from Florida. Unfortunately, Jay has the misfortune of crashing too often. Jay ran away with the first 250 moto after Damon Bradshaw broke. In the second moto crashes left Jay to fight through the pack to finish seventh, and fourth overall.

◀ **Practice bike blues:** With his race bikes on the road in his team Honda box van, Larry Ward was forced to race his practice bikes. Larry feared his bikes wouldn't hold together long enough for him to finish his motos. His bike did break in the 125 class, but his 250 held together long enough for him to finish 4-1, giving him the overall victory.



Step easy: Georgia's Sean Dukes (426) leads Tennessee's Mike Brown (411) and Ohio's Jeremy Buehl down the tricky Muddy Creek stairsteps at the start of the second 250 moto. Brown finished second in the moto, but a first-moto DNF left him a distant 13th overall. Dukes went 3-4 for third, while Buehl's 5-5 scores netted him fifth for the day.



It's a jungle: Larry Ward (971), Kevin Walker (97), Rich Clippard (39), Chad Lough (49), Jay Mann (216) and Jeff Glass (65) chase Mike Goolsby (722) at the start of the second 125 moto. Damon Bradshaw is long gone. Ward reeled him in and the two waged a moto duel that kept 4200 fans in a frenzy. In the end Bradshaw won by a bike length.

The jet skiing had been the day before, though; today was raceday and it was back to business. The business at hand was the Volunteer State Championships. Why would a rider who had been racing nearly every week for seven months want to participate in a local race during his "vacation"? **ENJOYING THE NATIONAL BREAK**

"This is a vacation for me. At a National I have to concentrate all my energies on the race; here I can enjoy the race for the fun and the atmosphere of being in a big race without the actual pressures of a big race. Plus this race draws good competition and

the track is demanding, so I get a good workout and have fun at the same time. I haven't been able to do that since I raced the Hare Scrambles at the Mini Olympics last year."

Indeed the competition was good, as fellow 125 National campaigners Larry Ward and Jeff Glass joined Damon to battle a host of fast riders from throughout the Southeast. In addition, over 500 amateur riders, as well as some 4200 spectators, turned out to make the Volunteer State Championships a major motocross happening. □

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- Fiberglass Laminate Shell
- Adjustable Mouth Guard
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- Snell 85 and DOT certified
- Available Small thru X-Lrg. sizes

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BELL Moto 5



- Fiber-reinforced thermostat resin shell
- Tunnel Ram Visor
- Neoprene Goggle Grabber
- Removeable, washable fit pad
- Snell 85, ANSI Z90, and DOT certified
- Available in 7 - 7 3/4 sizes
- White shell with 5 graphic combos
- Ricky Johnson model \$219.97

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BIEFFE BX6



- Fiberglass/Kevlar® shell with goggle strap groove
- Fully ventilated chinbar
- European design visor
- Color-coordinated terry cloth liner
- Snell 85 and DOT certified
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Maxon-Ram Air



- One-piece poly carbonate construction
- Removeable, washable liner
- Ventilation at chin for increased air flow
- DOT certified
- Available childs & adult sizes to XL
- Red, White, Yellow, Blue, Black

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\$45.99

BIEFFE BX-6 Replica



- Fiberglass/Kevlar® shell
- Snell 85 and DOT certified
- Replicas of MX stars:
Jeff Keisk (Wht/Org/Blue)
John DeBerk (Wht/Pk/Purple),
Rob Herring (Wht/Gm/Blue),
Jeremy Whatley (Wht/Blue/Blue)
- Available in childs & adult thruXXL sizes

SALE
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BELL Moto 4SL



- Lightweight ML3500 Lexan Shell
- Removeable, washable liner
- Fully ventilated
- Clearcoat over graphics
- DOT approved
- Available in small thru XL sizes
- 5 color combos with
Blu/Grn, Blu/Lt.Blu, Blu/Pk, Blu/Rd, Blu/Yelo

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Oakley Goggles

- Oakley "O" Frame 13.99
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- Oakley "L" Over Glasses 19.99
- Oakley ATFM Mask 9.99
- Oakley Frame Colors:
White, Yellow, Red, Blue,
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Scott USA

- Scott 83 Std lens 12.99
- Scott 83 S Youth 10.99
- Scott 89 Lexan lens 14.99
- Scott 87 OverGlasses 18.99
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- Scott Venturi Mask 7.99
- Scott Half Mask 5.99
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.....covered head to toe!

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- Perfect blend of plastic and leather.
- Quick lace/Velcro® upper boot.
- 2 CAM-Action buckles.
- Leather boot gaiter keeps mud out.
- Skywalk sole with "Oneway" tread.

Available in sizes 6 thru 13
Blue, White, Red

SALE
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AWO Sport Turbo Plus



- Plastic and leather boot
- All plastic straps and lever-lock buckles
- New materials repel impact
- Available in sizes 6 thru 12 except as noted
- Red, Blue, Black, Granite: Grey/Red, Grey/Blue, White/Red, White/Blue
- (Black, Wht/Red and Wht/Blue, 6 thru 14)
- Granite boot - \$189.99

SALE
\$149.97

USA Racing



- All leather construction
- Speed lace system, Velcro closures
- "One-Way" sole, metal toe cap
- Plastic shift protector
- Available 6 thru 13 Adult* 109.99
- 1 thru 6 Youth* \$89.99
- White, Black, Red, Blue

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***\$89.99**

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HiPoint PRO GP



- 4 CAM Action buckles
- Tempered stainless steel shin protection
- Leather boot-gaiter keeps mud out
- Skywalk sole with "One-Way" design
- Stainless steel toe cleats
- Available in sizes 6 thru 14
- White, Blue, Red, Black

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- New patented cam-buckle with 4 "Zytel-Bayer" buckles
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- New double density rubber side
- Tempered steel arch shank
- Leather boot gaiter to keep mud out
- Sizes: 6-13 (also Tech IV Wild Boot in zany colors!)
- White, Blue, Wht/Blue, Wht/Red
- Ricky Johnson "Badboy", Red/Wht/Blue - \$ 219.99

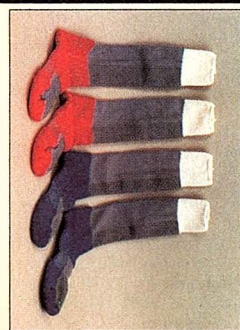
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ms Pro Comp



- CAM-Action buckles
- Plastic reinforced shin plate
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- Plastic shifter pad
- Leather boot gaiter
- Skywalk sole with "One-way" grip
- Available in sizes 6 thru 12
- White, Red, Blue

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Motocross Sox

High-density padding

Adult sizes 6-9 and 10-13
Red/Grey, Blue/Grey

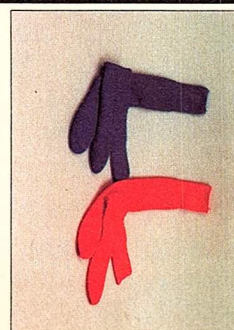
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Conveniently houses any pair of boots.
Blue Only
Fits a pair of TurboPlus boots

SALE
\$14.99



Motocross Sox

Thick brushed acrylic sox, with an elasticized top.
Knee length
Red, White, Blue

SALE
\$4.99

RIDING GEAR *by* SINISALO

SINISALO SCD Pkg.

SCD Pants
Knee Shin Guard
Sinisalo GP Padded Jersey
SCD-2 Glove
AXO Turbo Boots

Chaparral Price
\$299.99



Package Colors

SCD Pants

• Green • Fluorescent Pink • Red/Green • Blue/Green • Aqua/Green
• White/Traffic

GP Jersey

• White/Red • White/Pink/Royale • White/Blue/Aqua • White/Green/Blue

AXO Turbo Boots

• White/Blue • White/Red • Red • Blue • Granite Red • Granite Blue

SCD Gloves

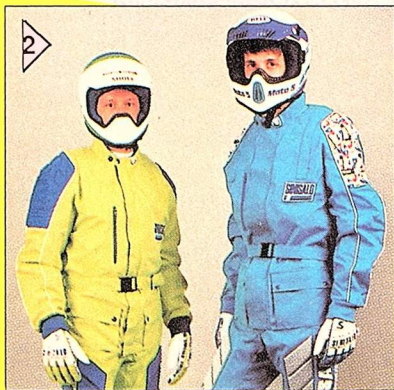
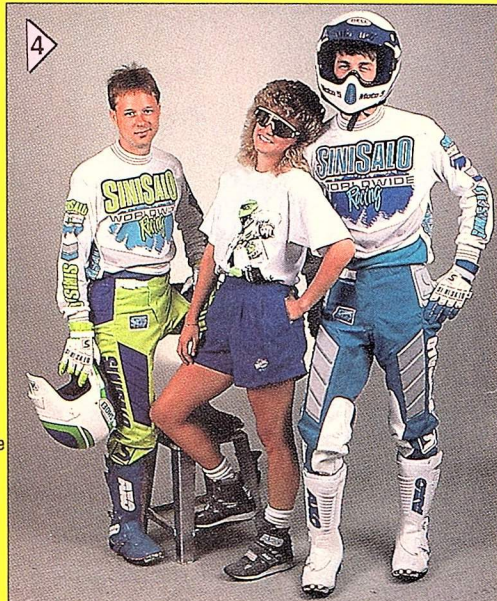
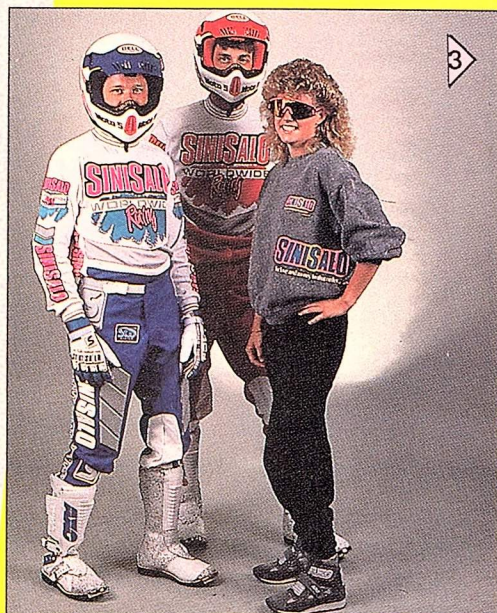
• Red • Green • Aqua • Pink • Traffic

Casual Wear

| | |
|-------------------------------------|-------|
| Wardy Wave T-Shirt | 12.99 |
| Stonewash Sweatshirt | 35.99 |
| AXO Mountain Bike Boots | 69.99 |
| AXO Sweat Pants (White, Red, Black) | 20.99 |
| AXO Stonewash Shorts (not shown) | 29.99 |

Sunglasses

JT Threds starting from \$49.99



SCD Enduro Jacket - \$149.99

• Pink • Red/Grey • Green/Blue • Blue/Gray
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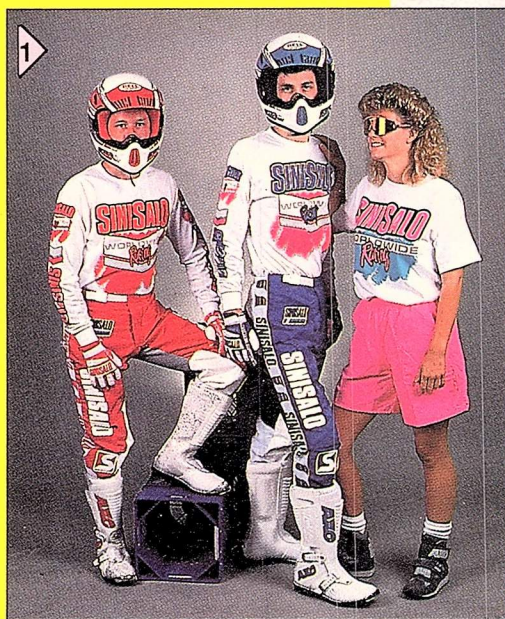
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Sinisalo Jet Pants
With Knee Shin Guard
Sinisalo Sport Jersey
Sinisalo Sport Glove
AXO Turbo Boot

Chaparral Price
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Volley Shorts \$26.99
AXO Mountain Bike Boots \$69.99

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JT Threds
\$49.99 and up

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Jet Pants

• Red/Green • Royale/Green • Royale/Navy
• Aqua/Green • Aqua/Traffic

Sport Jerseys

White with; Red • Blue • Blue/Green • Fluorescent
Pink • Traffic

Package Colors

AXO Turbo Boots

• White/Blue • White/Red • Red • Blue • Granite Red
• Granite Blue

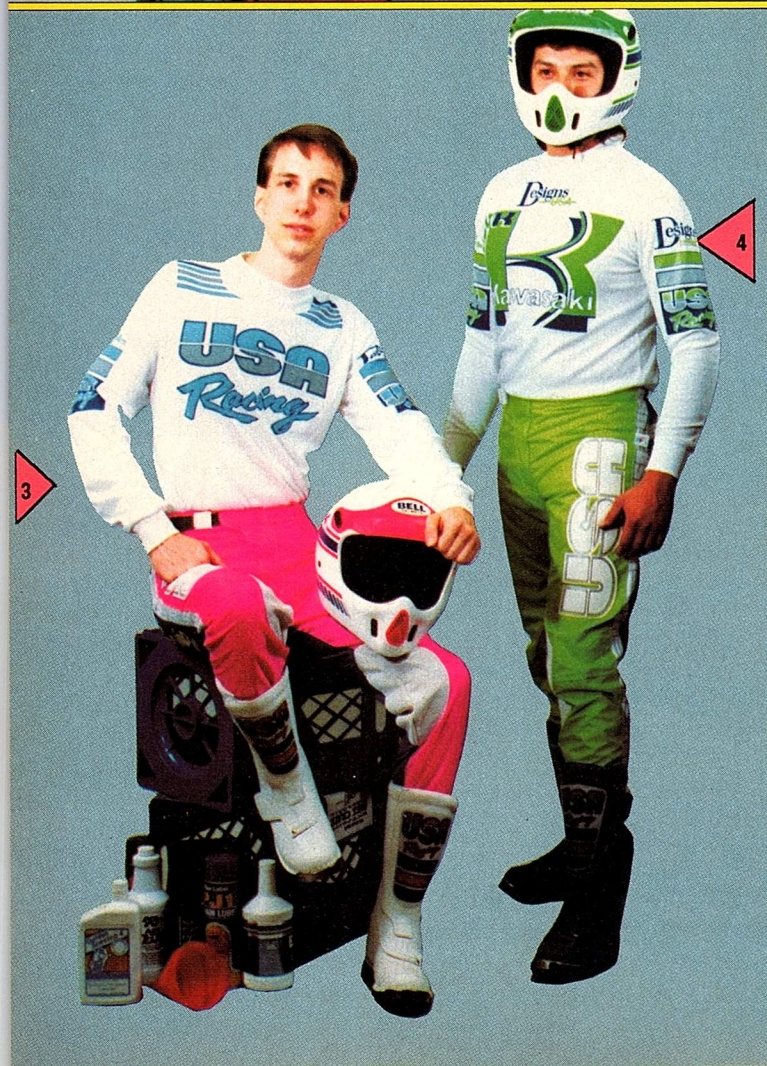
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• Red/White • Blue/White

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• FAX 7148843183

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USA Racing

USA Racing Youth Package

USA Leather Boots (Sz.1-6) \$89.99
USA Jersey/Pants set (Sz.2-12) \$69.99

Gear Bag \$19.99

Total if sold separately \$159.97

Chaparral package

\$109.99

Youth Colors

- USA Red/White - Pkg.#13
- USA Pink/Black Pants
Pink/Blue Jersey - Pkg.#14
- USA Pink/Blue - Pkg.#15
- USA Blue/Grey - Pkg.#16 (not shown)
- USA Green/Blue - Pkg.#17 (not shown)

All packages available with choice of boot colors; White, Red, Blue or Black

USA Racing Gear Bags

USA Med.Gear Bag 12x12x27 \$29.99
USA Lrg.Gear Bag 16x18x27 \$39.99

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RIDING GEAR

USA Racing "Semi-Pro" Pkg.

| | |
|--|----------|
| USA Leather Boots (Sz. 6-13) | \$109.99 |
| USA Pants (Nylon) (Sz. 28-38, Blue/Grey & Red/Grey 28-44) | \$ 69.99 |
| USA Jersey (Sz. small thru x-large) | \$ 14.99 |
| USA Gloves | \$ 15.99 |

Total if sold separately \$210.96

Chaparral package

\$139.99

Adult Colors

- Yamaha Red/Grey/White - Pkg.#1
- USA Pink/Black Pants
Red/Blue/White jersey - Pkg.#2
- USA Pink/Blue Pants
Blue/Grey/White Jersey - Pkg.#3
- Kawasaki Green/Blue/White - Pkg.#4
- Suzuki Blue/Lt.Blue/Grey/White - Pkg.#5
- Honda Red/Grey/Blue/White - Pkg.#6

All packages available with choice of boot colors; White, Red, Blue or Black

T-Shirts and Shorts

| | |
|----------------------------------|---------|
| T-Shirts (A-E) | \$11.99 |
| Volley Shorts (A-E) | \$29.99 |
| "Rip n' Tear" T-Shirt (D) | \$13.99 |
| "THOR Weasle Squeezer" Shorts(D) | \$22.99 |

USA Racing "Pro" Pkg.

| | |
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| USA Leather Boots (Boots Sz. 6-13) | \$109.99 |
| USA Pants (Antron) (Pants Sz. 28-38) | \$ 89.99 |
| USA Jersey (2 color) (Jersey Sz. small thru x-large) | \$ 19.99 |
| USA Gloves | \$ 15.99 |
| USA Gear Bag 12x12x27 | \$ 29.99 |

Total if sold separately \$265.95

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- USA Pink/Blue/White - Pkg.#9
- USA Pink/Black/White - Pkg.#10
- USA Red/Pink/White - Pkg.#11
- USA Blue/Green/White - Pkg.#12

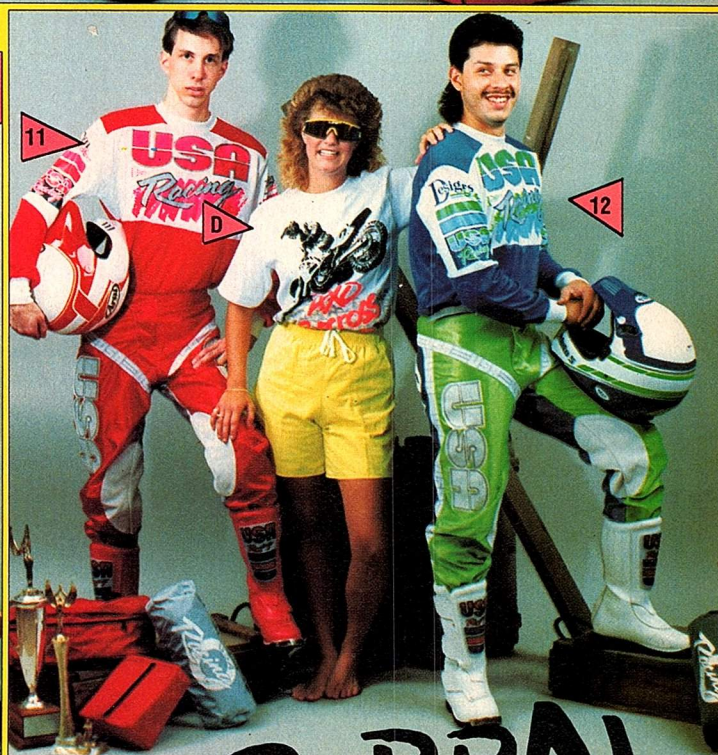
All packages available with choice of boot colors; White, Red, Blue or Black

Helmets

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|-----------------------------|----------|
| • Arai MX-Pro | \$204.99 |
| • Arai MX-Pro Day-Glo color | \$214.99 |
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| • Bell Moto 5 | \$209.99 |
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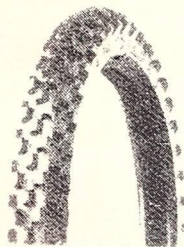


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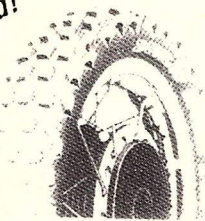
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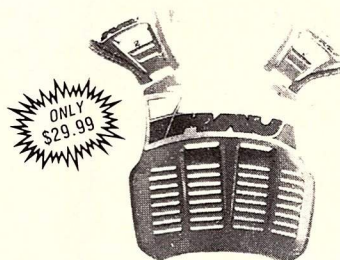


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140/80x18 K490 Dunlop
\$34.97



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Goggles

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|---------------------------|-------|
| JT RV Std Lens | 12.99 |
| JT GSX-1 Lexan Lens | 16.99 |
| Oakley "O" Frame | 13.99 |
| Oakley "Pro" Iridium Lens | 44.99 |
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| Scott 83 Std Lens | 12.99 |
| Scott 83S Youth | 10.99 |
| Scott 89 Lexan Lens | 14.99 |
| Scott 87 Over Glasses | 18.99 |
| Scott 109 Lexan Lens | 19.99 |
| Smith SMX or CMX | 17.99 |
| Smith w/Roll-off | 33.99 |
| Smith Turbo Fan | 54.99 |
| Smith Sweatbuster | 21.99 |

Goggle/Helmet Accessories

| | |
|----------------------|-------|
| JT Mouth Trap | 8.99 |
| JT Goggle Full Mask | 6.99 |
| JT Goggle Half Mask | 4.99 |
| JT Iridial Lens | 21.50 |
| MS Racing Goggle Bag | 6.95 |
| MS Deluxe Goggle Bag | 14.99 |
| MS Helmet Bag | 11.99 |
| Oakley ATFM Mask | 9.99 |
| Oakley Iridium Lens | 31.50 |
| Quick Strap System | 12.99 |
| Scott Face Mask | 5.99 |
| Scott Venturi Mask | 7.99 |
| Scott Half Mask | 5.99 |
| Scott EFS System | 49.99 |

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|----------------------|-------|
| Answer ACIII | 29.99 |
| Answer Pro Form | 36.99 |
| AXO Super Belt 2 | 32.99 |
| AXO XL Super Belt 2 | 33.99 |
| AXO Youth Super Belt | 23.99 |
| Gear | 19.99 |
| Gold Belt Pro | 21.99 |
| Gold Belt Cool 1 | 21.99 |
| Gold Belt 2 Cool | 23.99 |
| Gold Belt Team | 23.99 |
| JT Fan Belt | 28.99 |
| JT Double Action | 30.99 |
| THOR Super Vertabelt | 35.99 |

Boots

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|------------------------|--------|
| AXO Turbo Plus Granite | 189.99 |
| AXO Turbo Plus | 149.97 |
| Alpine Tech IV | 199.97 |
| Hi-Point Pro | 169.97 |
| Hi-Point Pro GP | 189.97 |
| Hi-Point Youth | 129.99 |
| MS Stage I | 109.99 |
| MS Pro Comp | 186.97 |
| Sidi Royale | 159.99 |
| USA Racing Adult | 109.99 |
| USA Racing Youth | 89.99 |

Gloves

| | |
|---------------------|-------|
| Answer SpecialCross | 41.99 |
| Answer Pro Glo A2 | 27.99 |
| AXO Series 29 youth | 22.99 |
| AXO Series Wet | 4.99 |
| AXO Series 40 | 38.99 |
| AXO Series 21 | 20.99 |
| AXO Series 36 | 32.99 |
| Hi Point XC Gloves | 26.99 |
| Hi Point Series 2 | 24.99 |
| Hi Point Therma-Pro | 20.99 |
| Hi Point Pro GP | 19.99 |
| Hi Point Cotton | 3.99 |
| JT Half Breed | 19.99 |
| JT Flexon | 34.99 |
| MS Stage 1 | 15.99 |
| MS Pro Comp | 20.99 |
| MS Enduro Pro | 28.99 |
| MS Cold Pro | 24.99 |
| MS Grabber "Cotton" | 3.99 |
| Sinisalo Sport | 20.99 |
| Sinisalo SCD | 25.99 |
| Sinisalo SCD 2 | 32.99 |
| THOR Enduro Wet | 16.99 |
| THOR Mesh | 17.99 |
| THOR Viking Foam | 29.99 |

Jerseys

| | |
|--------------------------|-------|
| Answer Comp | 27.99 |
| Answer Proline 2 | 41.99 |
| Answer World | 23.99 |
| AXO Super | 25.99 |
| AXO Super Plus | 31.99 |
| AXO Type S | 34.99 |
| AXO Cotton | 16.99 |
| Gear New Pro | 30.99 |
| Hi Point Pro GP | 36.95 |
| Hi Point Series 2 Cotton | 17.99 |
| JT Cotton SuperCross | 16.99 |
| JT Pro Tour | 34.99 |
| MS Pro Comp | 20.99 |
| MS ColorCross | 36.99 |
| MS Stage 1 Cotton | 14.99 |
| MS Enduro Pro | 24.99 |
| Sinisalo Sport Cotton | 16.99 |
| Sinisalo World | 25.99 |
| Sinisalo World GP | 34.99 |
| THOR Cotton | 14.99 |
| THOR Jersey | 22.99 |
| USA Racing Sport Jersey | 14.99 |
| USA Racing Race Jersey | 19.99 |

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| | |
|-------------------------|--------|
| Hi Point XC Enduro | 89.99 |
| MS Lite Ning Pro Enduro | 99.99 |
| MS Gold Medal Enduro | 79.99 |
| MS ISDE Gortex Pro S-XL | 159.99 |
| MS ISDE Gortex Pro XXL | 169.99 |
| MS Racing ISDE Vest | 79.99 |
| Sinisalo Enduro | 149.99 |

IMS

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|---------------------------|-------|
| Long Range Gas Tanks from | 72.99 |
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|-----------------------|--------|
| Answer Team | 89.99 |
| Answer Pro Glo | 114.99 |
| Answer Pro Form | 119.99 |
| AXO Series 95 | 89.99 |
| AXO Series 95 Granite | 119.99 |
| AXO Series 125 | 119.99 |
| Gear Tiger Stripes | 119.99 |
| Hi Point Series II | 80.99 |
| JT Badboy/RJ Replica | 129.99 |
| JT Classic Pant | 104.99 |
| JT Dalmation/Confetti | 114.99 |
| JT Express | 69.99 |
| MS Stage 1 | 69.99 |
| MS Pro Comp | 89.99 |
| MS Gortex 28-38 | 149.99 |
| Sinisalo Jet | 89.99 |
| Sinisalo SCD | 114.99 |
| THOR Nylon Racing | 89.99 |
| THOR Gortex | 114.99 |
| THOR Viking | 114.99 |
| USA Racing Antron | 89.99 |
| USA Racing Pac | 69.99 |

Chest Protectors

| | |
|-------------------------|--------|
| Answer ACIII Lite | 79.99 |
| Answer ACIII Full | 99.99 |
| AXO SC-2 Front | *29.99 |
| Hallman Youth Pro Armor | 64.99 |
| Hallman ProArmorII | 69.99 |
| Hallman Mach 5 Front | 49.99 |
| Hallman Mach 5 | 94.99 |
| Hi Point Flak Jak | 94.99 |
| Hi Point Attack | 64.99 |
| Hi Point Flak Jak Youth | 79.99 |
| JT V4000 RJ/Badboy | 119.99 |
| JT V1000 Front | 64.99 |
| JT V2000 Front/Back | 86.99 |
| MS "Acerbis" Full Flex | 89.99 |
| MS "Acerbis" Front Flex | 59.99 |

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| | |
|------------------------|-------|
| AXO Belt Bag | 12.99 |
| AXO Back Pack | 26.99 |
| Chase Harper Fannypack | 22.99 |
| Hallman Tech Tool Bag | 29.99 |
| Hallman Fanny Pack | 26.99 |
| Hi Point Fanny Pack | 36.99 |
| Jet Pilot Waist Bag | 9.99 |
| MS Racing Fanteen | 32.99 |
| MS Racing Tool Pak | 31.99 |
| MS Baja Fanny pack | 29.99 |
| MS Deluxe Fanny Pack | 18.99 |
| MS Deluxe Back Pack | 22.99 |
| MS Racing Back Pack | 30.99 |
| Rear Gear | 17.99 |
| USA Racing Tool Pak | 24.99 |
| USA Racing Fanny Pak | 24.99 |
| USA Racing STD Pak | 10.99 |

T-Shirts

| | |
|----------------------|-------|
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| Air Time T-Shirt | 12.99 |
| JT T-Shirt | 12.99 |
| Jeff Ward T-Shirt | 12.99 |
| AXO T-Shirt | 12.99 |

Helmets

| | |
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| Answer A-Tech 5 | 169.99 |
| Arai Pro Solid Color | 174.99 |
| Arai Pro Team Color | 199.97 |
| Arai Pro Dayglow | 214.99 |
| Bell Moto 4 SL | 99.97 |
| Bell Moto 5 | 189.97 |
| Bell Moto 5 RJ | 239.99 |
| Bieffe BX6 | 99.99 |
| Bieffe BX6 Team "89" | 109.99 |
| CTS MotoX Adj. Chinbar | 99.99 |
| CTS Moto X Full | 139.99 |
| Griffin MX | 39.99 |
| Griffin GX707 Full Face | 49.99 |
| Lazer by MS Racing | 80.99 |
| Maxon Ram Air Full | 45.99 |
| Nolan N19R Full | 69.99 |
| Shoei VX3V Solid Colors | 159.99 |
| Shoei VX3V Team Colors | 209.99 |
| Shoei VX5V Solid Colors | 209.99 |
| Shoei VX5V Team Colors | 249.99 |
| Shoei VJ-101V Open Face Team Color | 149.99 |
| Vetter TNT Full/Vented | 99.99 |

Acerbis

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|-------------------|------|-------|
| Handguards | most | 15.99 |
| Elba Headlight | | 33.99 |
| Vision Headlight | | 57.99 |
| Baja Rear Fender | | 32.99 |
| Nost Rear Fender | | 14.99 |
| Baja Front Fender | | 16.99 |
| Nost Front Fender | | 15.99 |
| Front Disc Guards | from | 16.99 |

Handlebars & Accessories

| | |
|---|-------|
| Answer Carbon Steel | 15.99 |
| Answer Chromoly Pro Glo | 28.99 |
| Answer Chromoly | 25.99 |
| Answer Aluminate w/Crossbar Pad | 54.99 |
| Answer ATV A-Bars | 21.99 |
| Easy Clutch | 32.99 |
| Gunnar Gassar Kill Switch | 9.99 |
| Gunnar ATV Kill Switch | 22.99 |
| Gunnar Gassar Twist Grip | 15.99 |
| Magura 312 Twist Grip | 22.99 |
| Magura 314 Plastic Twist Grip | 15.99 |
| MS Racing Crossbar Pad | 4.99 |
| Petty ATV Kill Switch | 19.99 |
| Renthal Polished | 38.99 |
| Renthal Colors | 42.99 |
| Terry Cable Throttle, Brake, Clutch most models | 12.50 |

Gear Bags

| | | |
|--------------------------|----------|-------|
| Answer Mini | 13x13x30 | 44.99 |
| Answer Maxi | 15x13x27 | 58.99 |
| AXO Gear Bag | 14x14x30 | 38.99 |
| Hi Point Gear | 10x12x26 | 22.99 |
| Hi Point Gear | 13x16x30 | 54.99 |
| Jet Pilot Sm. Barrel | | 18.99 |
| Jet Pilot wet/dry duffel | | 38.99 |
| Jet Pilot Travel Bag | | 53.99 |
| JT Second | 9x10x16 | 23.99 |
| JT Third | 11x11x22 | 34.99 |
| JT Fourth | 14x12x28 | 49.99 |
| JT Fifth | 15x18x28 | 89.99 |
| MS Racing | 10x12x26 | 22.99 |
| MS Racing | 12x16x32 | 34.99 |
| MS Super Bag Md. | 17x12x24 | 49.99 |
| MS Super Bag Lg. | 19x13x34 | 58.99 |
| Oakley | 13x14x24 | 24.99 |
| Scott Bag Large | 28x14x14 | 39.99 |
| Sinisalo Bag | 14x14x28 | 24.99 |
| THOR Racing | 15x18x28 | 46.99 |
| USA Racing Md. | | 29.99 |
| USA Racing Lg. | | 39.99 |

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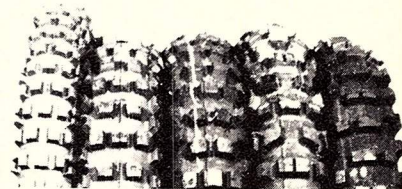


Cheng Shin

| C755Inter/Hard Terr. | C183D Mud/Sand |
|-----------------------|----------------------|
| 4.10-14 4 18.99 | 385-14 4 17.99 |
| 3.00-16 4 16.99 | 360-18 4 19.99 |
| 4.60-17 4 24.99 | 410-18 6 23.99 |
| 5.30-17 6 31.99 | 460-18 6 29.99 |
| 3.50-18 4 20.99 | 300-23 4 21.99 |
| 410-18 4 21.97 | C703 |
| 460-18 6 26.99 | 5.00-17 6 30.99 |
| 530-18 6 31.97 | 5.00-18 6 30.99 |
| 300-21 4 16.97 | 5.30-18 6 34.99 |
| 325/350-21 4 20.99 | |
| C760Inter/Hard Terr. | C761 Bearmaster Rear |
| 5.60-17 6 34.99 | 110/80-14 4 16.99 |
| 5.60-18 6 34.99 | 130/80-17 6 26.99 |
| 3.25-21 4 20.99 | 150/80-17 6 33.99 |
| C762 Bearmaster Front | 120/80-18 6 23.99 |
| 80/80-17 4 10.99 | 130/80-18 6 25.99 |
| 100/80-21 6 18.99 | 140/80-18 6 29.99 |
| | 150/80-18 6 36.99 |

IRC Motocross Knobbies

| Size | Soft M5B | Hard M5A | Hard M2E |
|---------------|----------|----------|---------------------|
| 110/80-14 | 28.99 | 28.99 | N/A |
| 120/80-18 | 37.99 | 37.99 | N/A |
| 130/80-18 | 43.99 | 43.99 | N/A |
| 140/80-18 | 47.99 | N/A | N/A |
| 70/100-21 | N/A | N/A | 25.99 |
| 100/80-21 | N/A | N/A | 29.99 |
| Interm. Terr. | Type | Price | |
| 300-12 | MOAR | 16.99 | Also We Stock |
| 300-14 | MOC | 16.99 | Dual Purpose |
| 360-14 | 45Z | 20.99 | Trail Tires |
| 410-14 | MOAR | 25.99 | GP1, GP110, |
| 110/80-14 | M3 | 28.99 | VE Series Knobbies, |
| 250-16 | 45Z | 18.99 | |
| 120/80-18 | M3A | 36.99 | |
| 510-18 | MOC | 43.99 | |
| 410-18 | MOC | 36.99 | |



Dunlop

| K139 Front MX | Price | K695 Intermediate Terrain |
|---------------------------|-------|---------------------------|
| 300x21 | 49.97 | 100/100-18 Rr. 53.97 |
| | | 110/100-18 Rr. 57.97 |
| | | 120/100-18 Rr. 61.97 |
| | | 100/90-19 60.99 |
| | | 110/90-19 65.99 |
| K490 Intermediate Terrain | | K990 Soft Terrain |
| 250-14 Front 15.99 | | 90/100-16 Rr. 25.97 |
| 275-17 Front 21.99 | | 100/100-18 Rr. 53.97 |
| 300-21 Front 54.99 | | 110/100-18 Rr. 57.97 |
| 300-12 Rear 16.97 | | 120/100-18 Rr. 61.97 |
| 410x14 Rear 23.97 | | 100/90-19 60.99 |
| 120/80-18 Rear 34.97 | | 110/90-19 65.99 |
| 130/80-18 Rear 35.97 | | |
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| 100/100-18 Rr. 53.97 | | Street Trail 79.99 |
| 110/100-18 Rr. 61.97 | | Racing most 94.99 |
| 100/90-19 56.99 | | Pro Series 121.99 |
| 110/90-19 61.99 | | |



Metzeler

| Moto Cross | Price | MRX 196/296 Hard Terrain |
|----------------------|-------|--------------------------|
| 2.75-17 Front 27.97 | | 120/80-18 59.97 |
| 3.00-21 Front 45.97 | | 130/80-18 64.97 |
| 3.25-21 Front 49.97 | | 140/80-18 66.97 |
| 5.00-17 Rear 69.97 | | 90/90-21 50.97 |
| 4.00-18 Rear 53.97 | | MRX 199/299 Soft Terrain |
| 4.50-18 Rear 50.97 | | 110/90-18 52.97 |
| 150/80-18 Rear 66.97 | | 120/90-18 55.97 |
| | | 130/90-18 57.97 |
| | | 90/90-21 50.97 |
| Multi Cross | Price | Enduro Dual Purpose |
| 4.10-14 Rear 33.97 | | 3.00-21 Front 63.97 |
| 4.10-17 Rear 52.97 | | 4.60-17 Rear 68.97 |
| 4.50-17 Rear 55.97 | | 5.10-17 Rear 72.97 |
| 5.10-17 Rear 59.97 | | 130/80-17 Rr 75.97 |
| 4.10-18 Rear 53.97 | | 4.00-18 Rear 72.97 |
| 4.50-18 Rear 59.97 | | |



Bridgestone

| M22 Med/Hard Terr. Rear | M40 Soft Rear |
|--------------------------|-------------------------|
| 410x14 22.99 | 120/90-18 44.99 |
| 90/100-14 24.99 | 130/90-18 46.99 |
| 300x16 23.99 | 110/90-14 27.99 |
| 510x17 43.99 | |
| 410x18 40.99 | |
| 400x18 43.99 | |
| 510x18 48.99 | |
| 110/100-18 48.99 | |
| M23 Med/Hard Terr. Front | M41 Front/M42 Rear Hard |
| 300x21 34.99 | 80/100-21 Front 36.99 |
| 80/100-21 34.99 | 100/100-18 Rr. 46.99 |
| | 110/100-18 Rr. 52.99 |
| M39 Soft Front | M52 Rear |
| 90/90-21 32.99 | 100/90-19 51.99 |
| 80/90-17 23.99 | 110/90-19 58.99 |

Kenda K257 D/K270

| K257D Inter/Hard Terr. | K270 Enduro/Dual Purpose |
|------------------------|--------------------------|
| 4.10-14 4 18.97 | 3.50-18 4 15.99 |
| 3.00-16 4 16.99 | 4.00-18 4 23.99 |
| 4.10-17 4 27.99 | 4.10-18 4 26.99 |
| 4.60-17 6 27.97 | 4.50-18 6 34.99 |
| 5.10-17 6 30.97 | 5.10-18 6 39.99 |
| 4.10-18 4 21.97 | 4.60-17 6 26.99 |
| 4.50-18 6 27.97 | 5.10-17 6 37.99 |
| 5.10-18 6 30.97 | K270 Front |
| 5.30-18 6 31.97 | 3.00-21 4 21.99 |
| 3.00-21 4 18.97 | 3.25-21 4 23.99 |

Pirelli

| MT32 (Soft Terrain) | MT16 (Intermediate Terrain) |
|-----------------------------|-----------------------------|
| 275x17 28.99 | 300x21 50.99 |
| 300x21 58.99 | 400x17 47.99 |
| 410x14 36.99 | 400x18 50.99 |
| 110/90x18 58.99 | 450x18 56.99 |
| 110/100x18 62.99 | 510x18 57.99 |
| 120/100x18 65.99 | MT35/MT46 (Hard Terrain) |
| MT27 (Intermediate Terrain) | 110/100x18 62.99 |
| 300x21 50.99 | 120/100x18 65.99 |
| 400x18 57.99 | 80/100x21 61.99 |
| 450x18 60.99 | |

Terra Flex Motosteel



| | |
|---------|-------|
| 4.10-17 | 59.99 |
| 4.10-18 | 59.99 |
| 5.10-17 | 69.99 |
| 5.10-18 | 69.99 |
| 6.28-17 | 74.99 |
| 6.28-18 | 74.99 |

Boyesen Reeds

| | | | |
|-------------|-------|-------------|-------|
| CR80 87-89 | 17.50 | RM125 | 23.30 |
| CR125 87-89 | 23.30 | RM250 87-89 | 23.30 |
| CR250 | 23.30 | YZ80 | 17.50 |
| CR500 | 28.40 | YZ125 | 23.30 |
| KX8P | 17.50 | YZ250 | 27.60 |
| KX125 | 23.30 | YX490 | 27.60 |
| KX250/500 | 27.35 | | |

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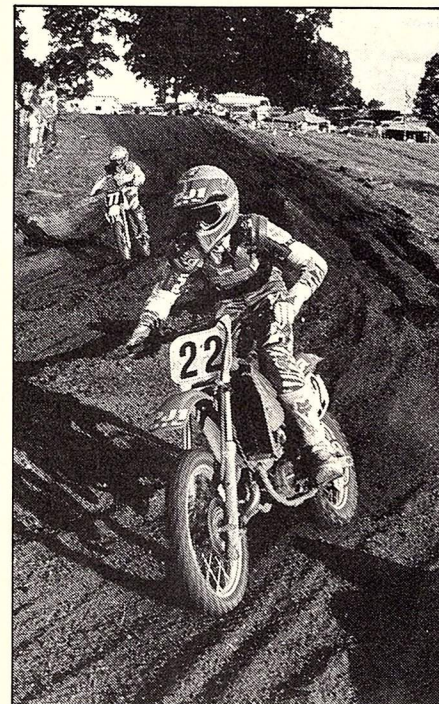
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TENNESSEE



Track of dreams: The fertile loam and natural-terrain Muddy Creek course drew in excess of 500 riders from 12 states. A reputation for excellent racing and aggressive radio and television ad campaigns brought out over 4000 spectators to cheer the riders on.



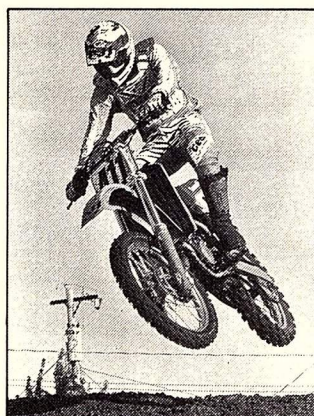
Duel of death: Matt Shue (22) of Lawrenceville, Georgia, and Greg Rand (77) of Hillsboro, Ohio, waged a fierce two-moto duel for top honors in the 85 Senior Mini class. Shue won out over Rand in the first moto, but a last-lap pass by Rand in the second moto gave him the win and the overall victory in the 38-rider field. Zack Bradshaw finished a distant third.



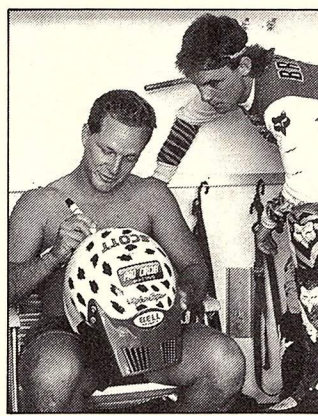
Baby boomers: At many tracks the 25-Plus class is one of the largest, and Muddy Creek was no exception. Jeff Steinrock (2) leads a herd of them into the first turn. Steinrock posted 3-2 scores to finish second behind duel moto winner Keith Watson (811).



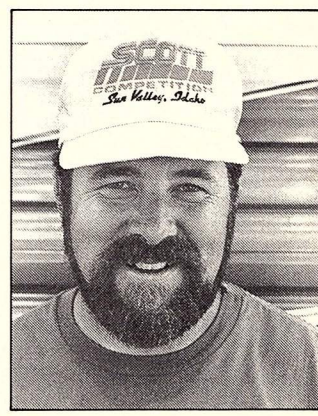
Vacation pay: With a five-week break in the National schedule one would expect a factory star like Damon Bradshaw to take a vacation from racing. Racing at Muddy Creek was a vacation of sorts away from the pressures of a National. Damon went 1-1 in the 125 class to defend his title and pick up a quick \$600.



Gotta stay off the ground, part two: The large crowd looked to local hotshoe Mike Brown to upset the invading factory stars. Mike put up a good fight against his more experienced competition, but several soil samples caused him to DNF motos in both the 125 and 250 classes, spoiling his top placing in the other motos in those classes.



Make do: Factory stars have all the trickiest gear when they are in their own box vans. Damon Bradshaw left his painted helmets in his race truck, so he recruited his friend Tam to customize his white Moto-5 with a felt-tip marker. A few well-placed stickers rounded out the job, helping Damon avoid the "egghead" look.



Smiling Sam: Promoter Sam Gammon is the man responsible for racing extravaganzas that take place at Muddy Creek Raceway. Sam is a former racer who loved racing "big" races, and now he spares no expense to bring the "big" race feeling to a local race. Sam hopes to bring a National to Muddy Creek in 1990. □

RESULTS: 1989 VOLUNTEER STATE CHAMPIONSHIPS

Senior Mini

1. Greg Rand 2-1
2. Matt Shue 1-2
3. Zack Bradshaw 5-3
4. Dwayne Bone 7-4
5. Don Decker 3-8

125 Pro

1. Damon Bradshaw 1-1
2. Sean Dukes 2-3
3. Jay Mann 4-8
4. Jim Chester 7-6
5. Kevin Walker 11-4

250 Pro

1. Larry Ward 4-1
2. Tom Martin 2-3
3. Sean Dukes 3-4
4. Jay Mann 1-7
5. Jeromey Buehl 5-5



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PISTONS

| | |
|-------------------|-------|
| CR125 1981-84 | 41.72 |
| CR125 1985-86, 88 | 36.93 |
| CR125 1987 | 38.34 |
| CR125 1989 | 34.01 |
| CR250 1981-85 | 48.45 |
| CR250 1986-88 | 40.73 |
| CR250 1989 | 33.98 |
| CR500 1984-88 | 62.66 |
| CR500 1989 | 68.93 |



RINGS

| | |
|-------------------|-------|
| CR80 1980-81 | 7.85 |
| CR80 1982-84 STD. | 14.50 |
| CR80 1985 | 15.74 |
| CR80 1986-89 | 7.85 |
| CR125 1981-85 | 15.83 |
| CR125 1986-89 | 8.80 |
| CR250 1981-89 | 19.41 |
| CR500 1984-89 | 23.27 |



GASKET SETS

| | |
|---------------|-------------|
| CR80 1980-81 | 9.44 |
| CR80 1982 | 8.81 |
| CR80 1983 | 14.17 |
| CR80 1984-85 | 14.32 |
| CR80 1986-89 | 13.07 |
| CR125 1981-86 | 11.02-14.61 |
| CR125 1987 | 35.98 |
| CR125 1988 | 39.00 |
| CR125 1989 | 40.85 |
| CR250 1981-88 | 13.07-16.41 |
| CR250 1989 | 30.14 |
| CR500 1984-85 | 14.06 |
| CR500 1986 | 14.91 |
| CR500 1987 | 16.89 |
| CR500 1988 | 25.32 |
| CR500 1989 | 22.35 |

CRANK ASSY.

| | |
|-------------------|-------------|
| CR80 1983-89 | 86.90-90.21 |
| CR125 1981-84 | 92.60 |
| CR125 1985, 89 | 111.65 |
| CR125 1986-88 | 107.54 |
| CR250 1981 | 186.91 |
| CR250 1982 | 187.06 |
| CR250 1983 | 147.82 |
| CR250 1984-89 | 142.38 |
| CR500 1987, 89 | 147.82 |
| CR500 1984-86, 88 | 142.38 |

CLUTCH PLATES/FIBER (Each)

| | |
|-------------------|------|
| CR80 1980-82 | 3.28 |
| CR80 1983-89 | 6.70 |
| CR125 1981 | 3.28 |
| CR125 1982, 85-89 | 6.70 |
| CR125 1983-84 | 5.20 |
| CR250 1981, 83-89 | 5.20 |
| CR250 1982 | 5.41 |
| CR500 1984-89 | 5.20 |



CLUTCH PLATES/METAL (Each)

| | |
|---------------------|--------|
| CR80 1980-83, 87-89 | \$3.04 |
| CR80 1984-86 | 3.54 |
| CR125 1981 | 3.84 |
| CR125 1982 | 4.43 |
| CR125 1983-89 | 5.36 |
| CR250 1981-89 | 5.70 |
| CR500 1984-89 | 5.70 |

FRONT BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

| | |
|---------------|--------|
| CR80 1980-85 | \$6.38 |
| CR80 1986-89 | 20.95 |
| CR125 1979-82 | 10.60 |
| CR125 1983 | 12.68 |
| CR125 1984-89 | 20.96 |
| CR250 1980-81 | 10.60 |
| CR250 1982-83 | 12.68 |
| CR250 1984-89 | 20.96 |
| CR500 1984-89 | 20.96 |

REAR BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

| | |
|-------------------|-------|
| CR80 1980-84 | 6.38 |
| CR80 1985-89 | 8.42 |
| CR125 1980-82 | 10.60 |
| CR125 1983, 85-86 | 12.68 |
| CR125 1984 | 13.18 |
| CR125 1985-89 | 20.96 |
| CR250 1980-82 | 10.60 |
| CR250 1983-86 | 12.68 |
| CR250 1987-89 | 20.96 |
| CR500 1984-86 | 12.68 |
| CR500 1987-89 | 20.96 |



SWING ARM BEARINGS (Each)

| | |
|---------------|--------|
| CR80 1980-81 | \$6.27 |
| CR80 1982-85 | 9.88 |
| CR80 1986-89 | 8.26 |
| CR125 1981-85 | 9.08 |
| CR125 1986-88 | 6.61 |
| CR125 1989 | 7.69 |
| CR250 1981-85 | 9.08 |
| CR250 1986-87 | 6.61 |
| CR250 1988-89 | 7.69 |
| CR500 1984-85 | 9.08 |
| CR500 1986-88 | 6.61 |
| CR500 1989 | 7.69 |

SWING ARM SPACERS (Each)

| | |
|----------------------|--------|
| CR80 1980-89 | \$9.64 |
| CR125 1981 | 12.25 |
| CR125 1982-84, 89 | 8.88 |
| CR125 1985-88 | 9.50 |
| CR250 1981 | 12.25 |
| CR250 1982-84, 88-89 | 8.88 |
| CR250 1985-87 | 9.50 |
| CR500 1984 | 8.88 |
| CR500 1985-88 | 9.50 |
| CR500 1989 | 4.65 |

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FRONT BRAKE LEVERS

| | |
|------------------|-------|
| CR80 1982 | 11.05 |
| CR80 1983, 85-89 | 6.46 |
| CR80 1984 | 6.72 |
| CR125 1981-82 | 11.05 |
| CR125 1983 | 6.72 |
| CR125 1984-89 | 6.46 |
| CR250 1981-82 | 11.05 |
| CR250 1983-89 | 6.42 |
| CR500 1984-89 | 6.46 |

CLUTCH LEVERS

| | |
|-------------------|--------|
| CR80 1980-81 | \$3.83 |
| CR80 1982-89 | 6.46 |
| CR125 1981, 83-89 | 6.46 |
| CR125 1982 | 11.15 |
| CR250 1981, 83-89 | 6.46 |
| CR250 1982 | 11.15 |
| CR500 1984-89 | 6.46 |

REAR BRAKE PEDAL

| | |
|-----------------------|-------|
| CR80 1980-82 | 19.62 |
| CR80 1983 | 11.26 |
| CR80 1984-89 | 10.99 |
| CR125 1979-82 | 32.20 |
| CR125 1983-84, 86, 89 | 44.74 |
| CR125 1985, 87-88 | 43.56 |
| CR250 1980-81 | 45.63 |
| CR250 1982 | 50.75 |
| CR250 1983 | 44.74 |
| CR250 1984-89 | 41.63 |
| CR500 1984-89 | 41.63 |

SHIFT LEVERS

| | |
|---------------|---------|
| CR80 1980-81 | \$12.08 |
| CR80 1982 | 14.13 |
| CR80 1983-89 | 22.30 |
| CR125 1981 | 28.69 |
| CR125 1982 | 29.83 |
| CR125 1983 | 33.17 |
| CR125 1984-89 | 31.95 |
| CR250 1981-82 | 55.51 |
| CR250 1983 | 31.95 |
| CR250 1984-89 | 29.65 |
| CR500 1984-89 | 29.75 |

HANDLE BARS

| | |
|----------------|---------|
| CR80 1981-82 | \$28.53 |
| CR80 1983-84 | 24.22 |
| CR80 1985 | 25.17 |
| CR80 1986-89 | 24.22 |
| CR125 1984 | 36.27 |
| CR125 1985-86 | 30.74 |
| CR125 1987-89 | 29.57 |
| CR250 1982-83 | 32.46 |
| CR250 1984 | 36.27 |
| CR250 1985-86 | 30.74 |
| CR250 1987, 89 | 29.51 |
| CR250 1988 | 28.61 |
| CR500 1984 | 36.27 |
| CR500 1985-86 | 30.74 |
| CR500 1987 | 29.57 |
| CR500 1988 | 28.61 |
| CR500 1989 | 29.57 |

(PRICES SUBJECT TO CHANGE WITHOUT NOTICE)

FORK SEALS (Per Fork)

| | |
|----------------------|-------|
| CR80 1984-86 | 10.56 |
| CR80 1987-89 | 10.18 |
| CR125 1983 | 11.93 |
| CR125 1984-86, 88-89 | 11.47 |
| CR125 1987 | 10.67 |
| CR250 1984-88 | 10.67 |
| CR250 1989 | 10.52 |
| CR500 1984-86 | 10.67 |
| CR500 1987 | 10.62 |
| CR500 1988 | 11.47 |
| CR500 1989 | 10.52 |

THROTTLE CABLES

| | |
|--------------------|--------|
| CR80 1980-81 | \$6.11 |
| CR80 1982 | 7.69 |
| CR80 1983-85 | 6.51 |
| CR80 1986-89 | 7.20 |
| CR125 1981-84 | 7.69 |
| CR125 1985 | 6.97 |
| CR125 1986-89 | 7.20 |
| CR250 1981, 83, 84 | 8.58 |
| CR250 1982 | 7.69 |
| CR250 1985-89 | 7.20 |
| CR500 1984 | 8.58 |
| CR500 1985-89 | 7.20 |



CLUTCH CABLES

| | |
|---------------|------|
| CR80 1980-82 | 7.69 |
| CR80 1983-84 | 6.42 |
| CR80 1985-89 | 6.17 |
| CR125 1981-84 | 8.85 |
| CR125 1985-89 | 7.63 |
| CR250 1981 | 8.89 |
| CR250 1982 | 8.72 |
| CR250 1983 | 8.22 |
| CR250 1984 | 7.88 |
| CR250 1985-89 | 6.69 |
| CR500 1984 | 7.88 |
| CR500 1985-89 | 6.69 |

AIR FILTERS

| | |
|---------------|-------|
| CR80 1982 | 22.23 |
| CR80 1983 | 22.83 |
| CR80 1984 | 23.65 |
| CR80 1985-89 | 18.72 |
| CR125 1982-84 | 18.35 |
| CR125 1985-88 | 18.72 |
| CR125 1989 | 29.24 |
| CR250 1980 | 16.39 |
| CR250 1981-82 | 20.53 |
| CR250 1983-84 | 18.35 |
| CR250 1985-87 | 18.72 |
| CR250 1988-89 | 29.24 |
| CR500 1984 | 18.35 |
| CR500 1985-88 | 18.72 |
| CR500 1989 | 29.24 |

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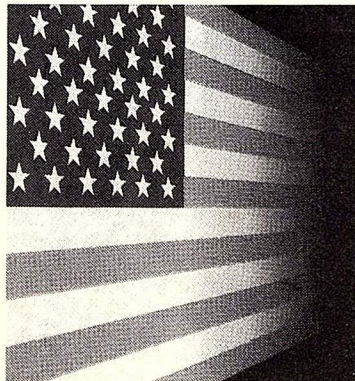
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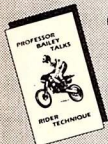
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HOW TO GET THE MOST OUT OF YOUR NEW BIKE

Take the time, do it right

□ Dear MXA,

I recently bought a new bike, and after only a few hours of riding it . . .

Every day MXA receives mail from riders whose new bikes are suffering from some sort of malady. The problems run the gamut from harsh suspension to seized motors. Invariably the rider believes the problem to be an inherent flaw in the design of the bike. More often than not the flaw is in the maintenance abilities of the rider.

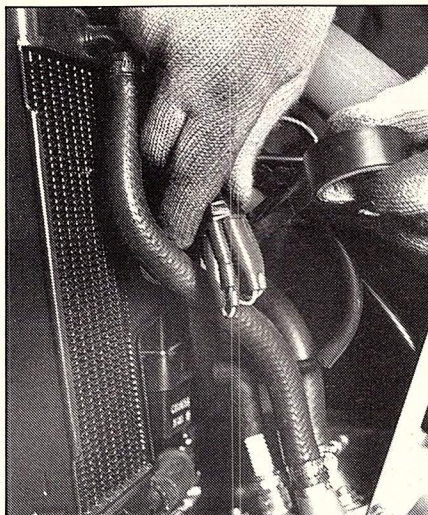
Nearly all of the problems that can occur on new bikes are easily avoided with a little preventive maintenance and initial bike prep. The MXA wrecking crew, with its years of collective moto knowledge, has a formula of 20 steps that we follow to prep any new bike. Some are simple reminders to help avoid stupid and unnecessary mechanical failures; others involve a bit of manual effort but can mean the difference between being the first guy to the checkered flag or the first guy to follow the first guy to the checkered flag. Follow these tips and you'll spend more time throwing a roost on your competition than throwing a fit when your bike breaks.

FIRST THINGS FIRST

The first step in getting the most out of your new scooter, especially if you are a serious racer, is tearing down the bike before you so much as take it for a ride around the yard. Now you may look at your shiny new bike and say, "It's a shiny new bike; I can't possibly tear it apart!" But doing it once now may save several teardowns later on.

STEP 1: STRIPTEASE

Start by taking off the seat, tank and plastic. Wrap the ignition wire junctures with electrical tape to seal them from the elements, namely the wet elements found at mud races and car washes. Then tape the



Electronics made easy: Wrapping the ignition wires with electrician's tape will help prevent water from seeping in and keep the connection from pulling apart. Be sure to wrap all wire junctures and then tape the juncture cluster to the frame.

wrapped wires to the frame to keep them from flailing around when you ride.

STEP 2: NO SQUEAKS HERE

Going fast on the track takes more than a fast motor. A properly set-up suspension system will let you go over rough sections of the track with less bouncing and more speed. The shock and forks aren't the only parts of the suspension system, though. The swingarm pivot and linkage are an overlooked and undermaintained area that greatly contributes to the way your suspension works.

New bikes suffer from poor lubing in the pivot points of the swingarm and linkage. Remove the swingarm and linkage and lube with waterproof grease.

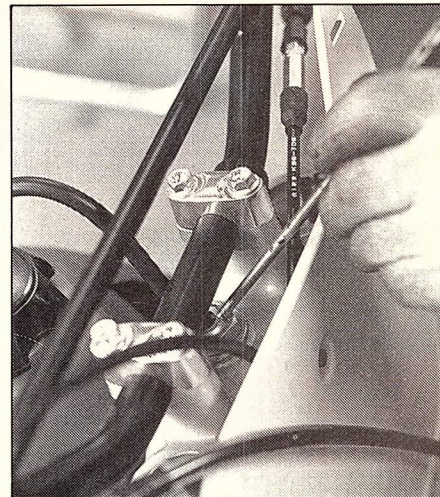
STEP 3: A PUNCH MARKS THE SPOT

Like the swingarm and linkage, the steering stem is another area that gets a lick-and-a-promise lube at the factory. Grease the steering stem to ensure easy turning. After reassembling the stem and triple clamps, tighten down the steering stem nut and use a punch to mark the nut and the stem. Periodically check the nut to see that your marks are lined up with one another.

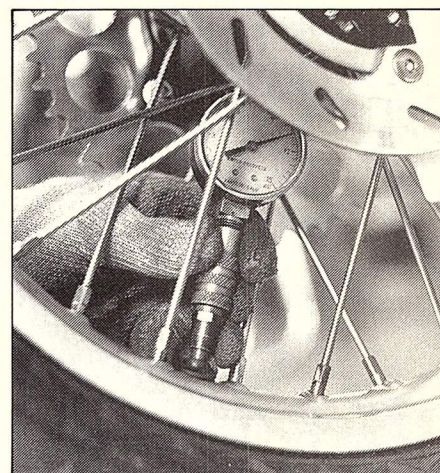
STEP 4: THE FUN BEGINS

Now the fun begins. Drain the gearbox oil and coolant and remove the motor from the frame. Remove the top end and take the cases to your dealer to be split. Casting imperfections in production can result in a poor seal which causes air leaks, and air leaks lead to seizures. Once the cases are split take them to a machine shop and have them matched and surfaced to eliminate these imperfections. Also make sure that the dimensions of the transfers in the cases and cylinder are matched as well.

Use new gaskets when reassembling the cases and cylinder, or use Yamabond on



Marked for life: Having the front end come loose while you're riding is a scary experience. After greasing the steering stem, assemble, tighten and mark the stem and the stem nut with a punch to detect loosening before it is too late.



By the numbers: Be sure to check for over-inflation of your tires. Proper inflation is 13-14 psi for hard pack, 11-13 psi for intermediate terrain, and 9-11 psi for the soft stuff. To help prevent flats, ditch the rubber rim strip and run three circuits of duct tape. Also loosen the valve stem nut.

motors that come dry-sealed. Once the motor is back together you can check for air leaks by running the motor and spraying either starting fluid or contact cleaner around the case halves and base of the cylinder. If there is an air leak the motor will rev with the starting fluid or bog when using contact cleaner. If nothing happens, your motor is properly sealed. Another area where air leaks often occur is at the reed block. While you are at the machine shop having the cases surfaced, have the same done to the reed block.

STEP 5: SMOOTH AS SILK

While your cases are being surfaced and matched, you can make shifting easier by polishing the shift fork shafts. Use an elec-



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20 TIPS

tric drill and machinist's polishing cloth to buff up the often rough finish on the shafts. This will allow the forks to slide on the shaft with less resistance.

STEP 6: HEAVY BREATHING

A simple way to gain better throttle response is by increasing the amount of air into the carb. This is easily achieved by either cutting down the top of the airbox or by drilling holes in the side of the airbox. Remove the airbox from the bike so as not to get any plastic cuttings in the carb.

Most Yamaha and Suzuki riders trim the top of their airboxes by an inch on both sides. Honda airboxes have traditionally been drilled, usually three one-inch-diameter holes. Be sure to rivet screen over the holes from the inside to prevent large chunks of dirt from getting into the airbox. When the weather gets wet don't forget the duct tape to cover the holes.

STEP 7: A LITTLE DAB WILL DO YA

When you've finished cutting or drilling the airbox, take silicone sealant and run a bead around the juncture of the airbox and the rubber intake boot to the carb. This will prevent air and moisture from seeping through the seam and into the carb.

STEP 8: CLEAN AIR ACT

Many letters we receive allude to a rider having seized his motor after having sucked dirt. Surprisingly, many riders don't oil their air filters. Be sure to oil the filter and grease the base for a tight seal to prevent dirt from sticking the carb slide or seizing the motor. The filter should be cleaned and re-oiled after every ride. Also make sure the airbox itself is kept clean.

STEP 9: THE LITTLE THINGS

Check all nuts and bolts before you ride. You'd be surprised at how many nuts and bolts are loose on a bike just out of a crate. Remember to be careful with the pinch bolts on upside-down forks. Do not tighten them more than is recommended in the owner's manual. Overtightening can cause binding between the fork tube and slider.

STEP 10: TWIST & ROOST

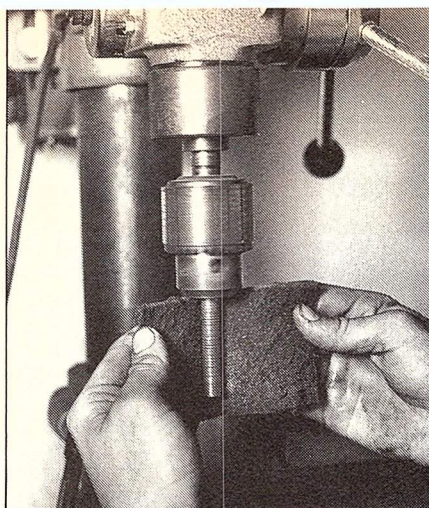
The throttle and clutch cable are yet another under-lubed item out of the crate. A quick blast of a lightweight oil will make throttle and clutch operation smoother and help extend the life of the cable. Down the road when lubing no longer works wonders, replace the cable. A dab of lightweight oil or dry slide between the bar and throttle will also make for easier throttle operation. Lube this area after each wash.

STEP 11: KEEP IT COOL

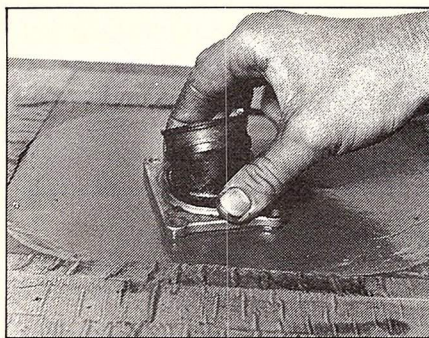
If your bike comes with a plastic rear disc guard, ditch it. With the guard the disc heats up, causing brake fade and premature pad wear.

STEP 12: BALLOON EFFECT

You may laugh, but many a rider has taken out a new bike and tried to dial in suspension only to have the bike continually bounce like a pogo stick. Check the tire



Shiny shift shafts, three times fast: While your cases are being matched and surfaced, take the shift shafts and buff out the rough finish to make shifting easier. Polish the shaft in a drill, using a machinist's polishing cloth and a polishing agent like Never Dull.

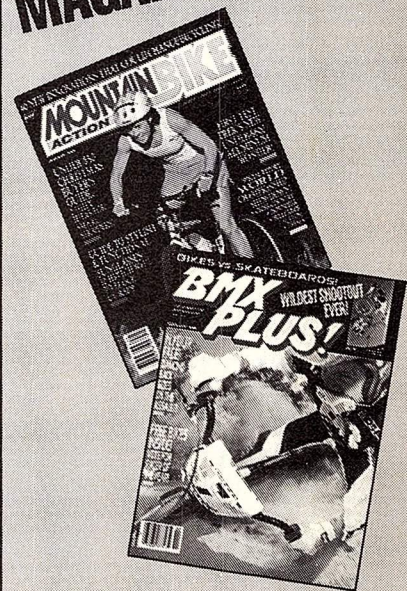


Surface to surface: Surface the reed intake manifold on fine-grit (400) sandpaper taped to a polishing stone. Spray the sandpaper with 6-in-1 or WD40. Use light pressure while making 10-12 figure eights with the manifold on the paper.



Tight seal: Sucking dirt can cause the carb slide to stick or the motor to seize. A common place dirt gets into the carb is through the airbox/carb boot juncture. Remove the airbox from the bike and seal the juncture of the airbox and rubber airbox boot with Permatex Red Silicone for an air-/dirt-/water-tight seal.

**THE NUMBER ONE
BICYCLE
MAGAZINES!**



**AT YOUR
NEWSSTAND NOW!**



ESSENTIAL LUGGAGE!

A carryall with a Velcro flap will store keys, loose change, eyeglasses, pen, plus all your other small cargo. When leg-wrapped under sock or boot, this flexible traveler conceals cash, credit cards, passport and wide foreign currency. It's what a wallet ought to be. At \$9.50 it makes a great gift. But you'd better buy two—you'll want to keep the first one!

Flash *your* favorite logo: (which one and how many?)

❑ *Motocross Action* ❑ *Dirt Bike Magazine*

Choose from blue _____ tan _____ or red _____
Quantity: _____

Quantity _____
\$9.50 ea. (includes postage and handling)

Name _____

Address _____

City _____ State _____ Zip _____

I'm sending: ☐ Money order (no delay)

☐ Check (30 days) payable to PLUS PRODUCTS

Charge my ☐ MasterCard ☐ VISA Exp date _____

Card # _____ Signature _____

Mail to: PLUS PRODUCTS, Dept J, PO Box 9501
Mission Hills, CA 91345-9501

Suzuki. PARTS WAREHOUSE



From MIDWEST ACTION CYCLE'S gigantic inventory of genuine SUZUKI factory parts. "WE'VE GOT THEM ALL" in stock ready to ship to you. We offer the lowest prices and the fastest service.

**ORDER
DIRECT
& SAVE!!**

CABLES GENUINE SUZUKI

THROTTLE

| | |
|------------------------------|---------|
| RM 80/100 (1975-89) | \$11.95 |
| RM 125/250/370/400 (1975-87) | 12.60 |
| RM 125/250 (1988-89) | 14.20 |
| RM 465/500 (1981-84) | 12.60 |
| PE 175/250/400 (all yrs) | 12.60 |

CLUTCH

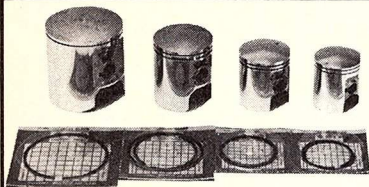
| | |
|------------------------------|---------|
| RM 80/100 (1976-89) | \$14.50 |
| RM 125 (1975-85) | 14.50 |
| RM 125 (1986-89) | 18.60 |
| RM 250 (1976-81) | 13.85 |
| RM 250 (1982-86) | 18.25 |
| RM 250 (1987) | 25.40 |
| RM 250 (1988-89) | 18.60 |
| RM 370/400/465/500 (1976-84) | 12.95 |
| PE 175/250/400 (all yrs) | 12.95 |

FRONT BRAKE

| | |
|------------------------------|---------|
| RM 80/100 (1976-84) | \$11.40 |
| RM 125/250/370/400 (1975-84) | 14.65 |
| RM 465/500 (1981-84) | 14.65 |
| PE 175/250/400 (all yrs) | 13.95 |

REAR BRAKE

| | |
|------------------------------|---------|
| RM 80 (1977-89) | \$ 7.95 |
| RM 100/125 (1976-78) | 14.30 |
| RM 100/125 (1979-87) | 7.95 |
| RM 250/370/400 (1976-78) | 16.50 |
| RM 250/400/465/500 (1979-86) | 8.95 |
| PE 175/250/400 (all yrs) | 14.30 |



PISTONS - RINGS

GENUINE SUZUKI PISTONS

| | |
|------------------------------|---------|
| RM 80 (1977-88) | \$25.50 |
| RM 80 (1989) | 33.50 |
| RM 100/125 (1975-89) | 34.60 |
| RM 250 (1976-81) | 43.50 |
| RM 250 (1982-85) | 39.70 |
| RM 250 (1986-89) | 41.40 |
| RM 370/400/465/500 (all yrs) | 48.20 |
| PE 175/250/400 (all yrs) | 43.95 |

GENUINE SUZUKI RINGS

| | |
|--------------------------|-----------|
| RM 80 (1977-87) | \$21.75 |
| RM 80 (1988-89) | 14.30 |
| RM 100/125 (1975-86) | 22.35 |
| RM 125 (1987-89) | 14.25 |
| RM 250/370 (1976) | 29.75 |
| RM 250 (1977-89) | 12.80 ea. |
| RM 400/465/500 (1978-84) | 13.95 |
| PE 175 (all yrs) | 23.80 |
| PE 250 (all yrs) | 12.75 ea. |

**SALVAGE
USED DIRT BIKE PARTS
RM'S - PE'S
CALL FOR PRICES**

FORK SEALS

GENUINE SUZUKI

| | |
|-------------------------|-------------|
| RM'S AND PE'S (all yrs) | \$12.95 pr. |
| Bel-Ray Fork Oil | 2.95 |

CRANK REBUILD KIT



Consists of GENUINE SUZUKI factory parts. ROD, LOWER ROD BEARING, CRANK PIN and TWO THRUST WASHERS.

| | |
|----------------------|---------|
| RM 80/100 (1976-85) | \$51.95 |
| RM 80 (1986-89) | 57.25 |
| RM 125 (1975-81) | 52.50 |
| RM 125 (1982-88) | 71.75 |
| RM 125 (1989) | 58.95 |
| RM 250 (1976-89) | 87.25 |
| RM 370/400 (all yrs) | 79.95 |
| PE 175 (all yrs) | 64.80 |

MAC'S TOP END GASKET KIT

HEAD, BASE & REED GASKET

| | |
|--------------------------|---------|
| RM 80/100 (1977-89) | \$ 8.95 |
| RM 125/370/400 (1975-85) | 10.95 |
| RM 125 (1986-89) | 14.90 |
| RM 250 (1976-81) | 9.75 |
| RM 250/465/500 (1982-88) | 14.90 |
| RM 250 (1989) | 19.95 |
| PE 175/250/400 (all yrs) | 8.95 |



**SUZUKI PARTS
ANY PART ON YOUR SUZUKI
MOTORCYCLE THAT YOU NEED
"WE'VE GOT IT"**

TECHNICAL RACING SERVICES

FACTORY PORTING: Same specs used by National & International racers. Each porting job is designed for the type of power you need. Whatever it takes to put YOU in the winners circle.

ALL RM'S 1982-89 MODELS \$165.00

POWER BORING: The most critical service performed by us is CYLINDER BORING. We call our technique "POWER BORING" which is exactly what you get "MORE POWER." Included is:

- special factory clearances.
- all ports chamfered as SUZUKI recommends.
- exhaust bridge relieved to prevent seizure.
- special micro-honing for excellent ring seating.

ALL RM'S AND PE'S \$35.00 + PARTS

CRANK REBUILDING: RACING factory specs are followed. We use special factory tolerances and only "GENUINE SUZUKI PARTS." There's more power here when done our way.

ALL RM'S AND PE'S \$35.00 + PARTS

ENGINE REBUILDING: Have your engine rebuilt to racing specs by the PRO'S. WE KNOW HOW TO DO IT RIGHT.

CALL FOR DETAILS

**PACK UP YOUR CYLINDER OR CRANK. FOR PORTING
INCLUDE YOUR PISTON. ANY QUESTIONS?? CALL.**

SWING ARM PIVOT SHAFT AND NUT KIT



Consists of FACTORY pivot shaft and castle nut.

| | |
|--------------------------|---------|
| RM 80/100 (1976-89) | \$ 8.95 |
| RM 125 (1975-80) | 10.95 |
| RM 125 (1981-89) | 18.95 |
| RM 250/370/400 (1976-89) | 16.95 |
| PE 175 (all yrs) | 13.75 |
| PE 250/400 (all yrs) | 15.60 |

SWING ARM BEARING AND SPACER KIT

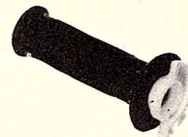
Consists of two GENUINE SUZUKI swing arm bearings and two spacers.

| | |
|--------------------------|---------|
| RM 80/100 (1976-85) | \$24.95 |
| RM 80 (1986-89) | 33.50 |
| RM 125/465/500 (1981-88) | 32.95 |
| RM 125 (1989) | 39.85 |
| RM 250/370/400 (1976-80) | 43.85 |
| RM 250 (1981-89) | 39.50 |
| PE 175 (all yrs) | 22.95 |
| PE 250/400 (all yrs) | 39.50 |

dust seals not included

THROTTLE GRIP

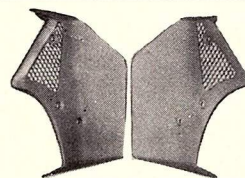
GENUINE SUZUKI. Inside plastic assy and grip. Complete throttle grip assy.
RM'S AND PE'S (all yrs) . \$13.95



RADIATOR COVERS

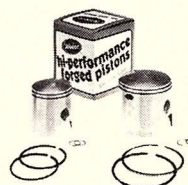
| | |
|------------------|-------------|
| RM 80 (1983-89) | \$11.40 ea. |
| RM 125 (1981-89) | 14.95 ea. |
| RM 250 (1984-89) | 13.75 ea. |

Indicate right or left



OUR GRIPS

ORIGINAL. In our opinion, the best grips made.
RED, BLUE, BLACK, YELLOW, "HOT PINK,"
GREEN \$6.95 pr.



Complete Piston Set
Piston, Rings & Circlips.

| | |
|------------------------------|---------|
| RM 80 (all yrs) | \$42.95 |
| RM 100/125 (all yrs) | 53.50 |
| RM 250 (all yrs) | 61.95 |
| RM 370/400/465/500 (all yrs) | 70.25 |
| PE 175 (all yrs) | 55.60 |
| PE 250 (all yrs) | 60.85 |

.030 .040 .060 .080 oversizes available

WRIST PIN - WRIST PIN BEARING

WRIST PIN

| | |
|----------------------------------|--------|
| RM 80 (1977-89) | \$5.99 |
| RM 100/125 (1975-89) | 6.60 |
| RM 250/370/400/465/500 (1976-89) | 5.35 |
| PE 175/250/400 (all yrs) | 5.35 |

WRIST PIN BEARING

| | |
|----------------------------------|--------|
| RM 80 (1977-89) | \$5.99 |
| RM 100/125 (1975-80) | 5.30 |
| RM 125 (1981-89) | 7.70 |
| RM 250/370/400/465/500 (1976-89) | 8.45 |
| PE 175/250/400 (all yrs) | 8.45 |



HANDLE BARS

MAC "SUZUKIWORKS"
Same as FACTORY
RIDERS use. 4130
chromoloy. RM'S AND
PE'S (all yrs) . \$28.99
Black ... Gold ... Blue

SHIFT LEVERS GENUINE SUZUKI

| | |
|--------------------------|---------|
| RM 80 (1977-89) | \$15.25 |
| RM 100/125 (1975-80) | 16.65 |
| RM 125 (1981-89) | 26.60 |
| RM 250/370/400 (1976-83) | 16.65 |
| RM 250 (1984-88) | 25.50 |
| RM 250 (1989) | 31.70 |
| PE 175/250/400 (all yrs) | 16.65 |



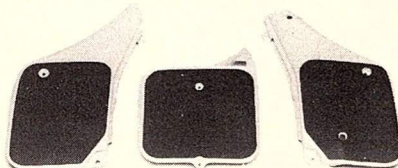
"ULTRA SEAL" RACING AIR FILTERS.

The NEW UNI FILTER with "ULTRA SEAL" has a built-in "Grease Groove" for easier application of sealing grease and a better fit for a PERFECT SEAL.

| | |
|----------------------|---------|
| RM 125/250 (1988-89) | \$19.95 |
|----------------------|---------|

NUMBER PLATES

SIDE PANELS



ORIGINAL, designed to fit each year and model. BOLTS RIGHT ON. GENUINE SUZUKI.

FRONT NUMBER PLATE

| | |
|-----------------------|---------|
| RM'S & PE'S (all yrs) | \$13.95 |
|-----------------------|---------|

SIDE PANEL

| | |
|-----------------------|-------------|
| RM'S & PE'S (all yrs) | \$23.95 ea. |
|-----------------------|-------------|

Please indicate right or left panel

New

MAC'S PHASE III RACING FILTERS.



NEW IMPROVED dual stage foam air RACING filters, specially designed for RM's and PE's.

• Hi air flow • Superior dirt stopping ability • Proven effective in NATIONAL & INTERNATIONAL MOTO-CROSS RACING.

MORE FLOW = MORE POWER

| | |
|------------------------------|---------|
| RM 80/100 (all yrs) | \$16.95 |
| RM 125/250/370/400 (1976-80) | 15.95 |
| RM 125/250/465/500 (1981-83) | 12.95 |
| RM 125/250 (1984-89) | 18.95 |
| PE 175/250/400 (all yrs) | 15.95 |
| BEL-RAY FOAM AIR FILTER OIL | 2.95 |

BOYSEN DUAL STAGE RACING REEDS BOLT ON HORSEPOWER

| | |
|------------------------------|---------|
| RM 80 (all yrs) | \$11.95 |
| RM 100/125/370/400 (1976-81) | 12.95 |
| RM 125 (1984-86) | 12.95 |
| RM 125 (1982-83) & (1987-89) | 25.95 |
| RM 250/465/500 (1981-89) | 29.95 |
| PE 175/250/400 (all yrs) | 13.95 |

SEAT COVERS



MAC SEAT COVER

Finest quality, fits your RM exactly. RM'S (all yrs) \$19.95

MAC SAFETY SEAT KIT

Consists of foam seat structure and seat cover. RM 125/250/465/500 (1981-89) \$44.95 covers available in blue or black

NGK SPARK PLUGS

BESERIES...\$2.25 BEVSERIES...\$5.95 all heat ranges in stock

CRANK MAIN BEARING AND SEAL KIT



GENUINE SUZUKI FACTORY PARTS. Consists of two NEW IMPROVED main bearings, two crank seals and "O" ring when indicated.

| | |
|------------------------------|---------|
| RM 80 (1977-89) | \$31.95 |
| RM 100/125/250 (1975-89) | \$38.95 |
| RM 370/400/465/500 (all yrs) | 46.90 |
| PE 175/250 (all yrs) | 35.95 |

Cylinders Genuine Suzuki

| | |
|------------------|----------|
| RM 125 (1981-86) | \$161.40 |
| RM 125 (1987-88) | 226.25 |
| RM 125 (1989) | 198.50 |
| RM 250 (1982-86) | 197.75 |
| RM 250 (1987-88) | 228.75 |
| RM 250 (1989) | 219.75 |

SALVAGE USED DIRT BIKE PARTS RM'S - PE'S CALL FOR PRICES

INNER TUBES

Heavy Duty. 4 Ply. Race Tested RM's & PE's from \$6.95 to \$8.95

GASKET SETS GENUINE SUZUKI

Complete set of FACTORY gaskets to rebuild your engine.

| | |
|----------------------|---------|
| RM 80 (1977-88) | \$18.95 |
| RM 80 (1989) | 33.40 |
| RM 100/125 (1975-85) | 20.95 |
| RM 125/250 (1986-88) | 33.10 |
| RM 125 (1989) | 39.95 |
| RM 250 (1976-85) | 17.80 |

CLYMER SERVICE MANUALS

Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.

| | |
|----------------------------------|---------|
| RM Series (1975-81) Twin shock | \$13.95 |
| RM Series (1981-84) Single shock | 13.95 |
| PE Series (1977-80) | 13.95 |

KICK START LEVERS GENUINE SUZUKI

| | |
|------------------------------|---------|
| RM 80 (1977-89) | \$25.95 |
| RM 100/125/370/400 (1975-88) | 42.15 |
| RM 125 (1989) | 63.25 |
| RM 250 (1979-83) | 39.95 |
| RM 250 (1984-89) | 44.75 |
| PE 175/250/400 (all yrs) | 45.25 |

WHEEL BEARING KIT

The best FACTORY bearings you can buy.



FRONT

| | |
|------------------------------|-------------|
| RM 80/100 (1976/83) | \$15.75 pr. |
| RM 80 (1984-89) | 17.95 pr. |
| RM 125/250/370/400 (1975-83) | 16.30 pr. |
| RM 125/250/500 (1984) | 21.90 pr. |
| RM 125/250 (1985-86) | 16.30 pr. |
| RM 125/250 (1987-89) | 18.75 pr. |

REAR

| | |
|----------------------|-------------|
| RM 80/100 (1977-89) | \$16.95 pr. |
| RM 125 (1975-85) | 16.95 pr. |
| RM 125 (1986-89) | 20.75 pr. |
| RM 250 (1979-83) | 16.95 pr. |
| RM 250 (1984-88) | 21.60 pr. |
| RM 250 (1989) | 24.95 pr. |
| RM 370/400 (1976-79) | 21.95 pr. |

Stator Plate Assembly



GENUINE SUZUKI

| | |
|------------------------------|----------|
| RM 80 (1979-87) | \$ 89.80 |
| RM 80/125 (1988-89) | 123.20 |
| RM 100/125/370/400 (1976-80) | 137.81 |
| RM 125 (1981-87) | 108.99 |
| RM 250 (1976-88) | 94.75 |
| RM 250 (1989) | 119.70 |
| PE 175 (all yrs) | 102.20 |
| PE 250/400 (all yrs) | 92.35 |

EBC

BRAKE PADS

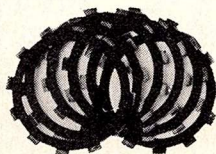
| | |
|-------------------------|-------------|
| RM 80/125/250 (1985-89) | \$21.95 set |
|-------------------------|-------------|

indicate front or rear

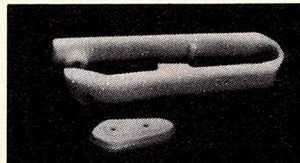
SUZUKI CLUTCH PLATES

FIBER DRIVE PLATES

| | |
|--------------------------|------------|
| RM 80/100/125 (1975-89) | \$6.95 ea. |
| RM 250/370/400 (1976-89) | 8.80 ea. |
| RM 465/500 (1981-84) | 7.95 ea. |
| PE 175/250/400 (all yrs) | 7.95 ea. |



CHAIN BUFFER SET



| | |
|------------------------------|---------|
| RM 80 (1977-88) | \$15.80 |
| RM 80 (1989) | 22.80 |
| RM 125/250/370/400 (1975-79) | 11.95 |
| RM 125/250/400 (1980-81) | 17.65 |
| RM 125/250/465/500 (1982-87) | 21.25 |
| RM 125/250 (1988-89) | 31.95 |
| PE 175/250/400 (all yrs) | 17.95 |

FENDERS



ORIGINAL... TEAM SUZUKI

Fit perfectly for each year and model. No Drilling Holes. Bolts Right On.

FRONT

| | |
|------------------------------|---------|
| RM 80 (1983-89) | \$31.95 |
| RM 100/125/250 (1975-81) | 43.90 |
| RM 125/250/465/500 (1982-89) | 41.25 |
| PE 175/250/400 (all yrs) | 41.25 |

REAR

| | |
|------------------------------|---------|
| RM 80 (1983-89) | \$26.95 |
| RM 125/250/465/500 (1981-89) | 36.25 |

BRAKE SHOES/PADS



FRONT

| | |
|--------------------------|-------------|
| RM 80/100 (1975-85) | \$12.30 pr. |
| RM 80 (1986-89) | 22.30 set |
| RM 125/250 (1975/84) | 14.70 pr. |
| RM 125/250 (1985-88) | 25.40 set |
| RM 125/250 (1989) | 26.90 set |
| RM 370/400 (1976-78) | 14.70 pr. |
| RM 400/465/500 (1979-84) | 17.95 pr. |
| PE 175 (1978-84) | 14.70 pr. |
| PE 250/400 (1977-81) | 19.95 pr. |

SPROCKETS



BLACK LIGHTNING

REVOLUTIONARY (NEW) engineering development from MAC. RACING SPROCKETS for serious off road competition.

FRONT SPROCKET. Made from top grade steel, case hardened, over 60 Rockwell.

| | |
|------------------------------|---------|
| RM 80/100/125/250 (all yrs) | \$ 9.95 |
| RM 370/400/465/500 (all yrs) | 10.95 |
| PE 175/250/400 (all yrs) | 10.95 |

REAR SPROCKET

BLACK LIGHTNING

MAC ORIGINAL. Hardened alloy, light wt. bullet proof, wears twice as long as any sprocket on the market today.

| | |
|------------------------------|---------|
| RM 80 (all yrs) | \$30.95 |
| RM 100/125/250 (all yrs) | 32.95 |
| RM 370/400/465/500 (all yrs) | 35.95 |
| PE 175/250/400 (all yrs) | 33.95 |

BLACK LIGHTNING

"NEW GROOVE" WORLD'S BEST GROOVED "SELF CLEANING" REAR SPROCKET.

You've seen the rest, now try the Best. • exceptional strength • grooved to shed mud • hardened alloy • light wt. longer lasting. RM 80 (1981-89) \$32.95 RM 125/250 (1980-89) 35.95

CHAIN

D.J.D. HI-SPEED CHAIN. Pre-stressed special heat treated for hardness.

| | |
|----------------------|---------|
| RM 80 (all yrs) | \$22.95 |
| RM 100/125 (1975-79) | 26.95 |

DIAMOND CHAIN. As hard as its name, the chain used by racers demanding the best.

| | |
|------------------------------|---------|
| RM 125/250 (1980-89) | \$35.95 |
| RM 370/400/465/500 (all yrs) | 36.95 |
| PE 175/250/400 (all yrs) | 35.95 |

GENUINE SUZUKI... Same as used by the FACTORY TEAM.

REAR

| | |
|--------------------------|-------------|
| RM 80 (1977-88) | \$12.30 pr. |
| RM 80 (1989) | 22.10 pr. |
| RM 100/125 (1975-87) | 14.70 pr. |
| RM 125/250 (1988-89) | 35.87 set |
| RM 250/370/400 (1976-78) | 17.80 pr. |
| RM 250/400 (1979) | 19.95 pr. |
| RM 250/400 (1980) | 17.50 pr. |
| RM 250/465/500 (1981-86) | 14.40 pr. |
| RM 250 (1987) | 30.50 set |
| PE 175/250/400 (all yrs) | 17.80 pr. |

TO ORDER CALL TOLL FREE

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We Ship UPS, COD,

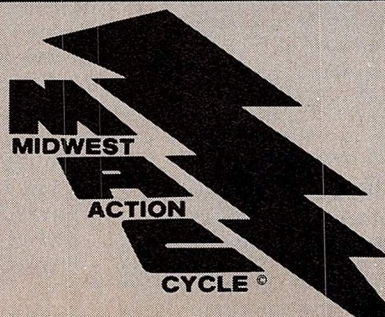
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WE RACE WHAT WE SELL!
HUGE CR PARTS
INVENTORY IN STOCK!
SAME DAY SHIPPING!

WE HAVE THE BEST PRICES
ON GENUINE HONDA PARTS!

PISTON KITS (Pistons, Rings, Pin, Bearing, Clips)
from 24.98
RING SETS from 6.98
CABLES from 5.48
AIR FILTERS from 7.78
GASKET SETS from 9.48
FRONT SPROCKETS from 4.48
REAR SPROCKETS from 14.68
SERVICE MANUALS from 15.98
FORK SEALS from 4.28
TWIN AIR FILTERS from 18.98
RENTAL BARS from 29.98

SPECIAL PRICES ON TX-10 CLOTHING,
DUNLOP, YOKOHAMA, IN STOCK

TO ORDER CALL
1-404-427-5368



C.O.D.

Intro Special FREE UPS Shipment
Fed Ex Overnight Available

ENGINE & SHOCK SERVICE

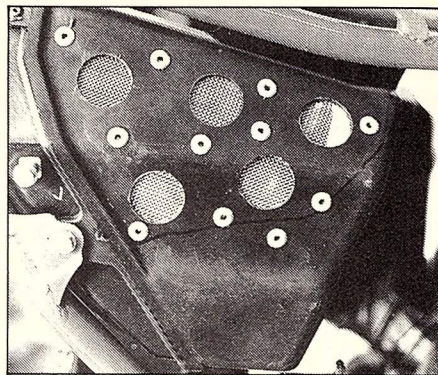
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|----------------------|-------------|
| BORING | from 35.00 |
| PRO PORTING | from 150.00 |
| SHOCK OIL CHG. | from 49.00 |
| PRO SHOCK REBUILD | |
| & REVALVE | 120.00 |
| CARTRIDGE FORK CLEAN | |
| & REBUILD | 60.00 |

THE SOUTH'S
RACING LEADER

**ACTION
HONDA
RACING**

993 S. Cobb Drive
Marietta, GA 30060

20 TIPS



Easy breathing: The more air/fuel mixture that can be fed to the motor, the more power the motor can put out. Increase the airflow into the carb by drilling holes into the side of the airbox. Be sure and rivet screen over the holes to prevent dirt from getting in. In inclement weather be sure to cover the holes with duct tape.

pressure before you ride. It is not uncommon for a bike to come from the factory with 30 pounds of air in the tires.

STEP 13: NEW DIRT FILTER

Buy an AC fuel filter and run it for the first few rides. New bikes abound with residue, flashing and other debris in the gas tank that can clog jets, stick slides and generally make your bike run foul.

TIME TO RIDE

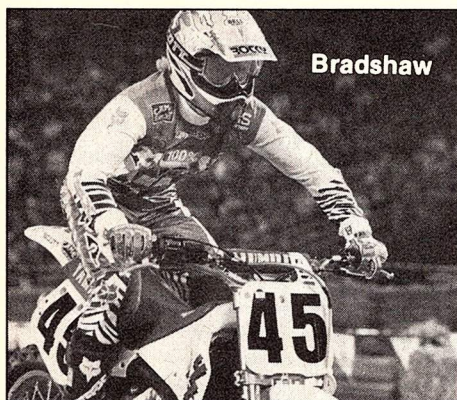
Now that you've spent a day prepping your bike for the rigors and travails of motocross, it is time to break it in. Unfortunately, many riders come close to breaking their bike in a literal sense. Riding the bike hard during break-in can result in unnecessary and premature wear, particularly to the top end.

At least an hour of easy riding is recommended for break-in. Easy riding consists of normal riding, like you might do on a parade lap. It does not mean practicing starts, blasting down fire roads or roosting through sand berms and whoops. A good practice is to ride for 20 to 30 minutes and then take a break to let the bike cool down before finishing out the hour of riding. The remaining steps listed are things to be done after break-in, prior to turning in a full-blown moto on your new bike.

STEP 14: PULL THE PLUG

Now that the bike is broken in, it is time to change the gearbox oil that has become contaminated by the flaking of the aluminum clutch plates and the metal-to-metal contact of the gears themselves. Use a light-viscosity oil that is intended for motorcycle gearboxes.

Do not use motor oil, as it is not designed for the intense heat or loads of a motocross gearbox. The same holds true for automatic transmission fluid (ATF), which, while good for easy clutch action, will not stand up to the rigors of the gearbox. Generally it is a good idea to change the gear oil after every race (practice, and two motos).



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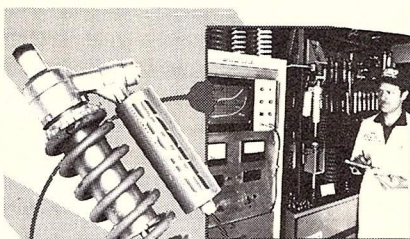
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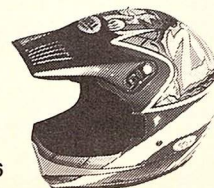


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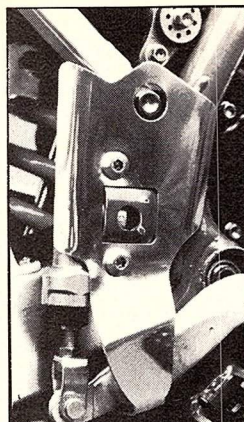
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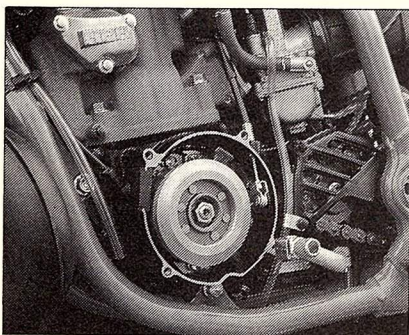
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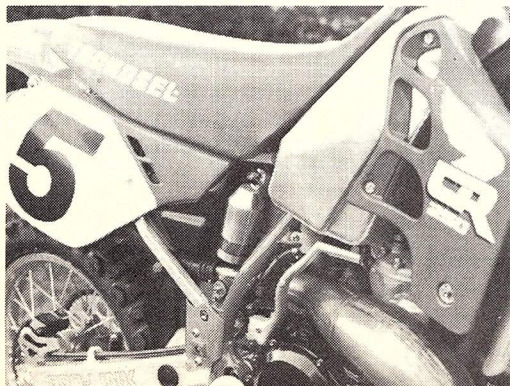


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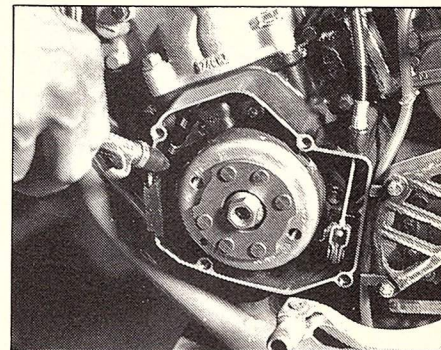


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20 TIPS



Blow-dry styling: After wet weather riding or washing pull off the ignition cover and spray the ignition with contact cleaner to displace moisture; then give the flywheel and ignition a blast of compressed air to dry everything off. Moisture can short out the ignition and will cause corrosion.

STEP 15: BLOODLETTING

This is also a good time to bleed the brakes and replace the stock fluid with a quality brake fluid. Periodically bleed the brakes to prevent mushiness.

STEP 16: TRUE BLUE

Check the spokes. Those that most often loosen up first are those closest to the rim locks. It is a good idea to check and adjust the spokes before every ride, especially when riding rough tracks.

STEP 17: TAKE UP THE SLACK

Adjust the chain. Chains stretch in the first few hours of use, so keep a close watch on it. Proper adjustment is three fingers high placed on the swingarm just behind the swingarm buffer pad. After riding, clean the chain with a wire brush and hose off the remaining debris. Spray the chain with WD-40 to displace water and apply chain lube. Don't forget to clean and lube the chain between motos. Generally, chains should be replaced every three months.

STEP 18: POWER PLANT

Down the road, after a few hours of riding and racing you'll want to clean the power valve or power port. Cleaning consists of using a solvent and a Scotch-Brite pad to remove the carbon buildup and gumming that occurs. Be especially careful not to bend the actuating arms. Also be sure to grease the outer valve seal.

STEP 19: SHOCK THERAPY

After eight to ten hours of riding the suspension fluids should be changed for optimum performance. Again be sure to use quality oils that are designed for use in suspension systems.

STEP 20: WASH & DRY

After each washing remove the ignition cover and spray the flywheel and ignition with contact cleaner to displace any moisture. Hose out with compressed air, but spray the compressed air away from the bike for a few seconds to blow off any condensation built up in the air hose. Do not silicone-seal the ignition cover, as condensation can occur. □

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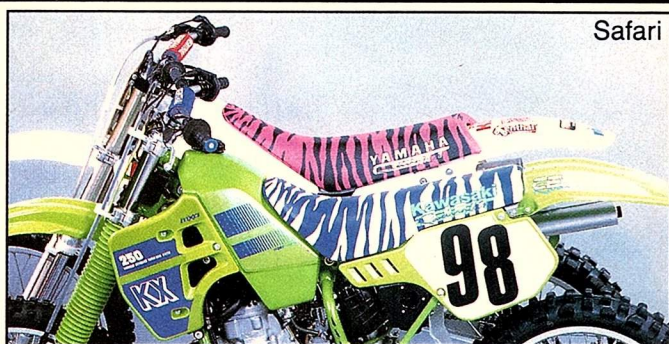
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FUNCTION: For those people not satisfied with the stock pipe on their motorcycle, Krause has introduced their Kannon performance pipe. Along with providing an increase in horsepower, the Kannon also comes in a multitude of colors. So for those of you who feel everything on the bike must be color-coordinated, this could be what you have been waiting for.

FEATURES: Three pipes will be available for each manufacturer's bikes—a "torque" pipe to calm abrupt powerbands for enduro or technical MX tracks, a "midrange" pipe for broad, all-around power and a "top-end" pipe for National/professional riders. To be able to make the pipes available in a variety of colors, Krause had to use a new du Pont coating on the outside of the pipes. The Kannon Pipes are available for most popular MX bikes from 1976 to the present and will sell from \$99.95.

CONTACT: Krause Racing, 3705 Stern Ave., St. Charles, IL 60174; (312) 513-1000.



AFAM SPROCKET

FUNCTION: Another item to add to your bike for that factory look is the Afam "works" sprocket. As your stock sprocket begins to wear out, you start looking into all the different sprockets available. Then you go to the motocross race and see the pros' bikes and you notice the trick-looking ones they have installed on their bikes and you wish you too could strap one of those fancy doo-dads on your otherwise plain-Jane bike. Now you can, thanks to Tuf Racing, as they have now included this item in their line of accessories.

FEATURES: Precision-machined from premium-quality aerospace aluminum, the Afam sprockets seem unchallenged when it comes to evacuating dirt and debris that could otherwise cause wear and tear. The shape of the sprocket groove allows for less friction and reduced wear as well as a complete clean-out. The factories can't afford to lose a race due to chain or sprocket failure and neither can you. The sprocket is available in many sizes, so call them up and find out all the info you need, including prices.

CONTACT: Tuf Racing, 2727 Sycamore Rd., DeKalb, IL 60115; (815) 756-3588.



ACERBIS UPPER FORK COVERS

FUNCTION: With many of the new motorcycles sporting upside-down forks, you're probably asking yourself how the manufacturers plan to protect the upper region of those expensive forks. Well, those innovative people at Acerbis Plastica Italia have come up with a product to do just that: protect the upper forks. These puppies not only look stylish but they will come in handy while racing on those rocky tracks that tend to ruin forks.

FEATURES: The covers are made of high-quality plastic which can withstand the abuse of most motocross accidents, whether it be self-inflicted or from somebody else roosting rocks on you. For all you guys worried about looks, the covers are available in an assortment of colors that will compliment your bike's colors. So, unless you feel that your forks are indestructible or you don't want to hide those trick forks with some oblong piece of plastic, you had better check out the Acerbis fork covers. They are available for \$19.95 a pair.

CONTACT: Acerbis Plastica, 10911-H Wheatlands Ave., Santee, CA 92071; (619) 562-1440.

CEET ANTI-KNEE BRACE SEAT COVER

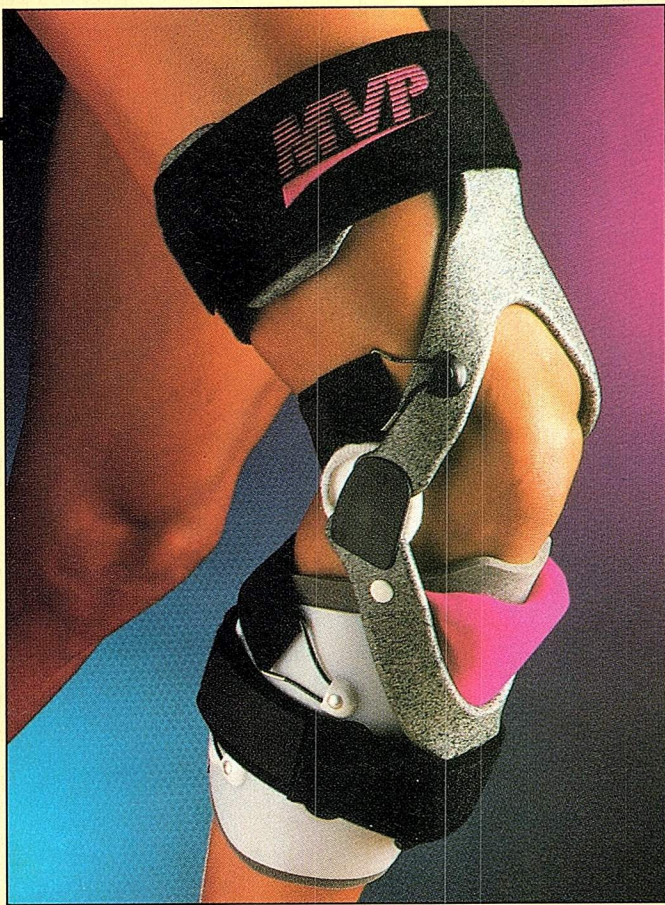
FUNCTION: With many motorcycle riders/racers wearing knee braces, Ceet felt that the riders needed a seat that could withstand the added abuse the braces deal out. Riders were complaining about how their seat covers were always tearing because of the braces rubbing along the seat.



If you are one of the many who sees this as a problem, then try ordering yourself one and see how much stronger they really are.

FEATURES: The Ceet seat cover has been reinforced in every critical area to compensate for the added wear it receives with knee braces. It is done with genuine top-grain cowhide and is available in the stock manufacturer colors along with red and blue. The covers retail for \$49.95.

CONTACT: Ceet Racing, 1850 S. Santa Fe, Vista, CA 92084; (619) 724-7530.

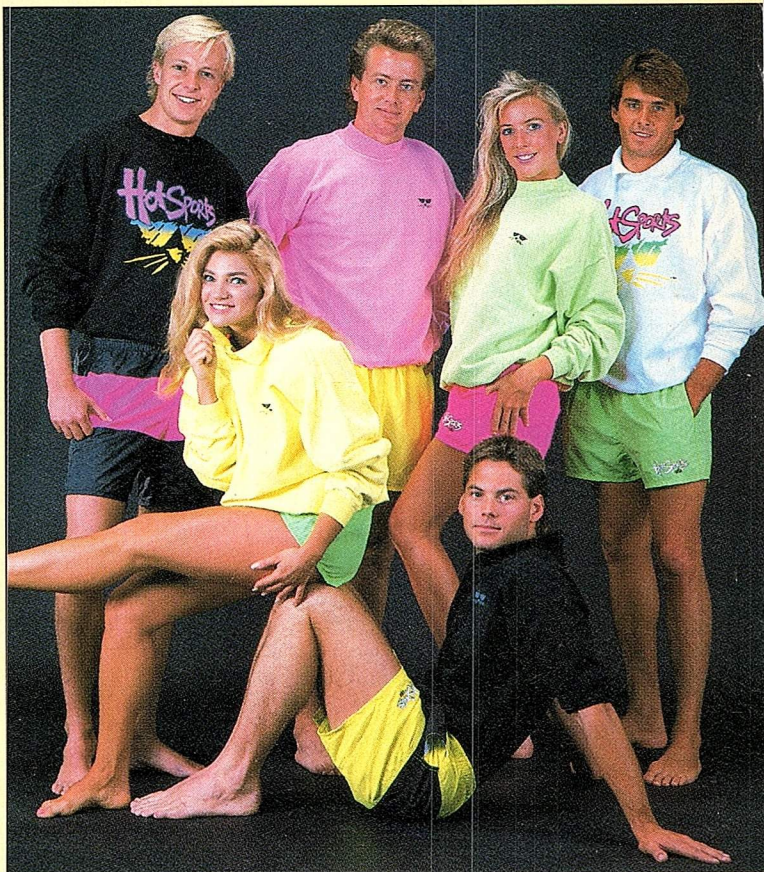


INNOVATION SPORTS MVP KNEE BRACE

FUNCTION: For the motocross rider out on the track or trail, the knees are the most injury-prone part of the body. The new MVP knee brace provides the off-road rider with injury and impact protection, whether a previous injury has occurred or not. The knee brace is light enough so that the rider will not have to worry about feeling weighed down, and small enough to fit underneath your leathers. By changing the color of the logo and the pad covers, you can match the color to the leathers you happen to be wearing that day.

FEATURES: Utilizing an exclusive injection-molded carbon fiber frame, the MVP provides durable, lightweight protection. For adaptability, a lateral arm, contoured tibia cuff and adjustable sup-pot can be adjusted in many different positions to allow the rider to move freely. The rider can control forward, backward, side-to-side and rotational movement of the knee. Optional equipment for the brace includes a patella cup for additional padding and interchangeable color accent kits to customize the MVP. The brace is available in four different sizes and has not yet been given a price.

CONTACT: Innovation Sports, 7 Chrysler, P.O. Box 19706, Irvine, CA 92713; (714) 859-4407.



HOT SPORTS PERSONAL WATERCRAFT SPORTSWEAR

FUNCTION: When out at the beach or just waiting for your next moto, try out Hot Sports Sportswear. They now have a major lineup including tops, shorts, hats, bags, sunglasses and wet suits. Whatever your taste in clothes may be, Hot Sports probably has something to suit your lifestyle.

FEATURES: The shorts are made of quick-drying Supplex, a high-tech fabric that feels somewhat like cotton—breathable, wind-proof and water-repellent. A multitude of colors, styles and sizes are available. The tops are made from cotton twill of medium weight and are fitted for the oversized look. Those too are available in many colors including neon. So, if you would like to make a fashion statement at your local racetrack, check out Hot Sports' clothes line.

CONTACT: Hot Sports, 3101 W. Pacific Coast Hwy., Ste. 307, Newport Beach, CA 92663; (714) 646-3119.

POLYSPORT FRONT FENDER

FUNCTION: While manufacturers spend many hours trying to improve their fenders, off-brand companies such as White Bros. decided to develop their own design in hopes of improving aerodynamics and ventilation. The Polysport fender claims to be stronger than the stock fenders yet retains the light weight of the stock fenders.

FEATURES: The Polysport fender is injection-molded of flexible impact-resistant plastic. It is designed for universal application and features an immovable block-off plate in the rear to allow extra venting to the engine. If you do a lot of riding in the mud, they have an extended mud flap for added protection. The fender is available in white, yellow, black, red, green and blue and sells for \$18.95.

CONTACT: White Brothers, 14241 Commerce Dr., Garden Grove, CA 92643; (714) 554-9442. □





Great Moments

Bengt Aberg

□ Of all the original motocross heroes, Sweden's Bengt Aberg was definitely one of the biggest to the legions of early motocross fans around the world. Though having already won 500 World Championship

titles in 1969 and '70, it wasn't until 1971 that he was first brought into the collective minds of American motocross enthusiasts when he was portrayed in the quintessential motocross movie, *On Any Sunday*. After spending years campaigning the GP circuit on what was the requisite machinery for any Swede—a Husqvarna—Bengt later switched to a Bultaco. During the 1975 Trans-Am Aberg was definitely in contention for more than one overall, only to have the Bultaco suffer from a heartbreaking string of mechanical failures. In 1977 Bengt opted to ride the 500 GPs on an exotic Sten Lundin-designed Hallman-Eneqvist four-stroke Yamaha, and he amazed everyone by winning a moto at the Luxembourg Grand Prix. It was the first four-stroke win

Hammering his Husqvarna through the whoops, Aberg's style was the definitive statement of being a motocrosser.

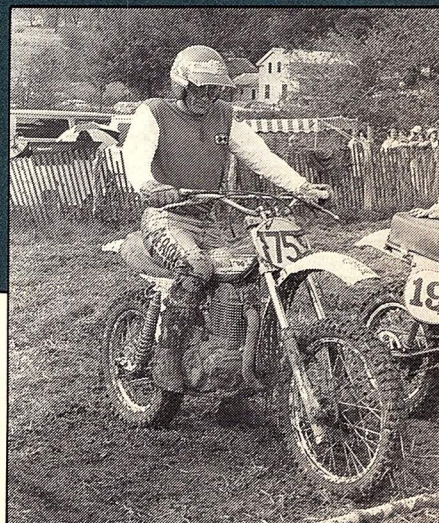
since Dave Nicoll won on a BSA back in 1969. The last time Bengt Aberg was seen competing was when he and fellow Swedish GP veteran Torliel Hansen came out of retirement to finish second and first respectively in the 1982 Swedish National Championships. Bengt Aberg will always be remembered as one of the original iron men of motocross. □



Sharing a laugh in the old days with Roger DeCoster (l) and Ake Jonsson (r).



Wringing out his all too often unreliable 1974 Bultaco Pursang.



Making history on the awesome Hallman-Eneqvist four-stroke Yamaha.



Physically Fit.

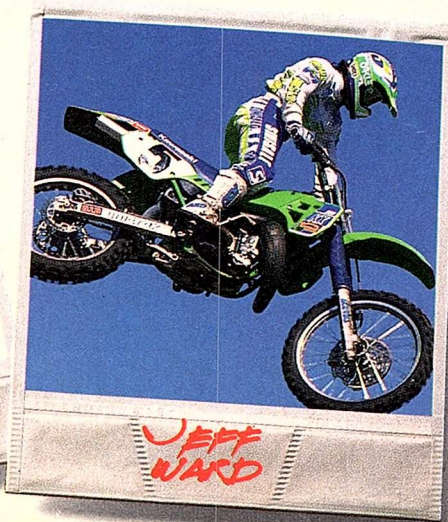
In the race to create zany, outrageous, high-priced riding pants, most clothing companies left out one small detail: the proper fit. Off-road motorcycling is challenging enough without being slowed down by ill-fitting apparel, so Sinisalo developed the blissfully comfortable, incomparable Jet Pant.

The heavy-duty nylon construction has been tested by National Motocross Champion Jeff Ward. They feature wider spandex for increased flexibility, Clarino® kneepads for durability, and a silky-smooth, full-length lining. But the most important feature of Jet Pants is our tried and true, anatomic design that supports your individual style of riding. The result? Unquestionably the most comfortable off-road pants available today.

Sinisalo Jet Pants. They give you the fit. Now it's time to get physical.



Suggested Retail Price - \$119.95



JEFF
WARD



BLUE
BLUE
BLUE
GREEN

Sizes: 28-38 Royal/Navy also avail. Size 40-42

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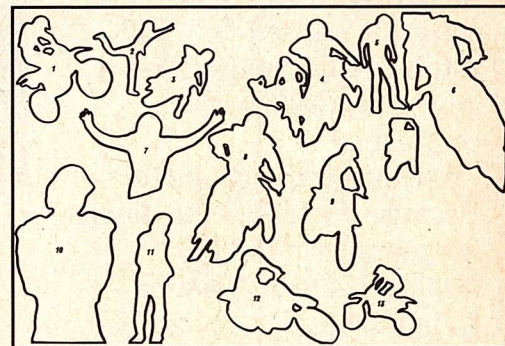


We've combined the world's best fabric with the world's
What more could you want? Make sure you choose



*Series 125 ST's are warranted for life against defects in workmanship and materials.
Tactel is a trademark of ICI. AXO Sport recommends the use of SURF detergent.





1. Chicken sky's wearing green 'squares' pants.
2. Damon wearing baby blue 'zebra' pants.
3. Damon at New York wearing red 'dots'.
4. Damon leading the Gainesville national.
5. Bradshaw packing the dirt on the start.
6. 'Factory-buster' Donny Schmit at Gainesville.
7. Jeff M.- "That double jump was this long!"
8. Donny at a Golden State National warm-up.
9. Bradshaw at Tampa in his favorite apparel.
10. Chicken posing in his lucky green Roost-2.
11. Mike Craig on the victory stand at San Diego.
12. Ronnie Tichenor rails in baby blue 'dots'.
13. Tichenor in royal blue 'zebra' pants.

FOX
innovative racewear

909 Dell Ave., Campbell, CA 95008 USA



Grey/pink #94

A GUARANTEE

Our Fox Roost-2 chest protector is so comfortable that we guarantee it. All you have to do if you disagree is return it unused for a full refund. No one else offers a guarantee with such confidence.

Why are we so confident? Because we tested the design for years with the top professionals in America. Riders who are as picky as they come. Their job is to win races and they aren't about to let a chest protector get in their way.

They demand the best, and



White/blue #55

with the Fox Roost-2, they get it.

Constructed from high-quality plastic that is fully vented for maximum air flow and light weight. In fact, the Roost-2 is one of the lightest chest protectors on the market.

Neoprene padding sewn at the neck and waist is for comfort and safety. Nylon webbing allows the plastic to sit off the shoulders, acting as a shock absorber for impact dispersion.

Available in 14 colors
Adult: \$85 (over 130 lbs.)
Youth: \$75 (70-130lbs.)



Baby blue #90

PAIN RELIEF

The rougher the track, the harder it is on your kidneys. They can get shaken pretty badly, causing you a lot of pain. The best defense against this problem is a kidney belt.

Up to now all kidney belts have sacrificed comfort and mobility in order to achieve the proper degree of support.

The Fox Kidnee Belt has made all other belts obsolete with its tri-strap design. A revolutionary strap system that reduces the amount of surface area of your stomach that is covered. So that where other belts bunch up and get in your way, the Kidnee Belt is narrow and unrestrictive.

But we didn't stop there, also new on this belt is a back panel that isn't square like the rest. We designed this belt to follow the natural contours of the lower back. So this belt not only fits you better in the front, but in the back too.

Fits 28"-36" waists
\$35.95



ELBOW ROOM

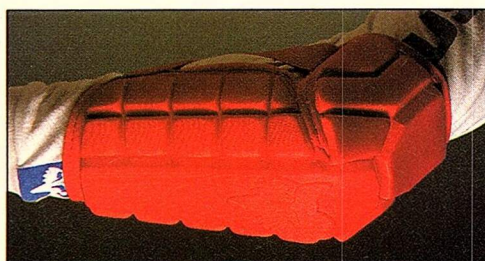
Elbow guards have become popular among some riders because they work so well.

On hard-pack tracks especially, elbow guards can save you from bruises and



cuts on your forearm and elbow that one time when you crash.

Made by bonding molded foam layers and Lycra, these



guards are light, flexible and very protective.

The perfect complement to our Roost-2 chest protector.

Adult sized
\$24.50



Glo-pink

A HAND WETSUIT

The newest glove to hit the market is the Fox WaterPAW.

Made by combining neoprene (wetsuit material) on the back and synthetic leather on the palm, this glove has become the favorite of all our team riders for cold or wet conditions.

The neoprene back allows complete hand movement without restriction and is very protective. Neoprene also will keep your hands warm in cold weather, even if they are completely wet!

Synthetic leather stays

tacky when wet for excellent grip in wet, muddy and slick conditions. This synthetic leather also doesn't shrink and is almost impossible to wear out.

All of our riders have worn



Red

this glove at Supercrosses this season.

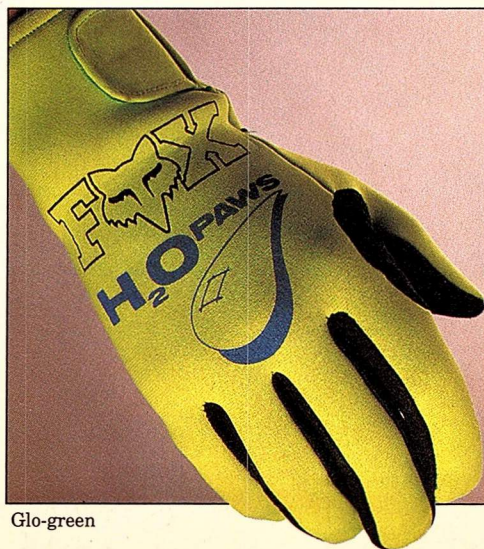
Sizes: Small(8)-XLarge(11)
\$29.95

FREE CATALOG

The 1990 Fox Catalog is on the way! Be the first one at your track to have it. Loaded with new designs! Just send \$1 to: Fox Catalog, 909 Dell Ave. Campbell, CA 95008

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Glo-green



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